

CAMBRIDGE EAST

Heights Study
by Montagu Evans
December 2020



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1.0 HEIGHTS STUDY

CAMBRIDGE AIRPORT

HEIGHTS STUDY

INTRODUCTION

- 1.1 This Heights Study has been prepared by Montagu Evans on behalf of Marshall Group Properties (MGP) to inform discussions with Cambridge City Council and South Cambridgeshire District Council on the proposed allocation of Cambridge Airport as an urban extension to the east of Cambridge in the forthcoming Greater Cambridge Local Plan.
- 1.2 The Study advises on the constraints and opportunities, and the heritage, landscape and visual sensitivities associated with the development of the Airport ("the Safeguarded Site") and some land to the north-east currently designated as Green Belt ("the Green Belt Site"). The location of the Sites is indicated on **Figure 1.1**, which also show some adjacent development sites outside the ownership of Marshall Group Properties.
- 1.3 The Study focuses on the scale of development, including massing and building heights, which would be appropriate across the site. It does not consider the case for Green Belt release in the round, which is addressed in the planning report.
- 1.4 The Heights Study will form part of the evidence base for the proposed allocation for the Airport and Green Belt Land.
- 1.5 This report is prepared by professionals qualified in both heritage (IHBC) and planning (RTPI), with experience of undertaking townscape and visual assessments.

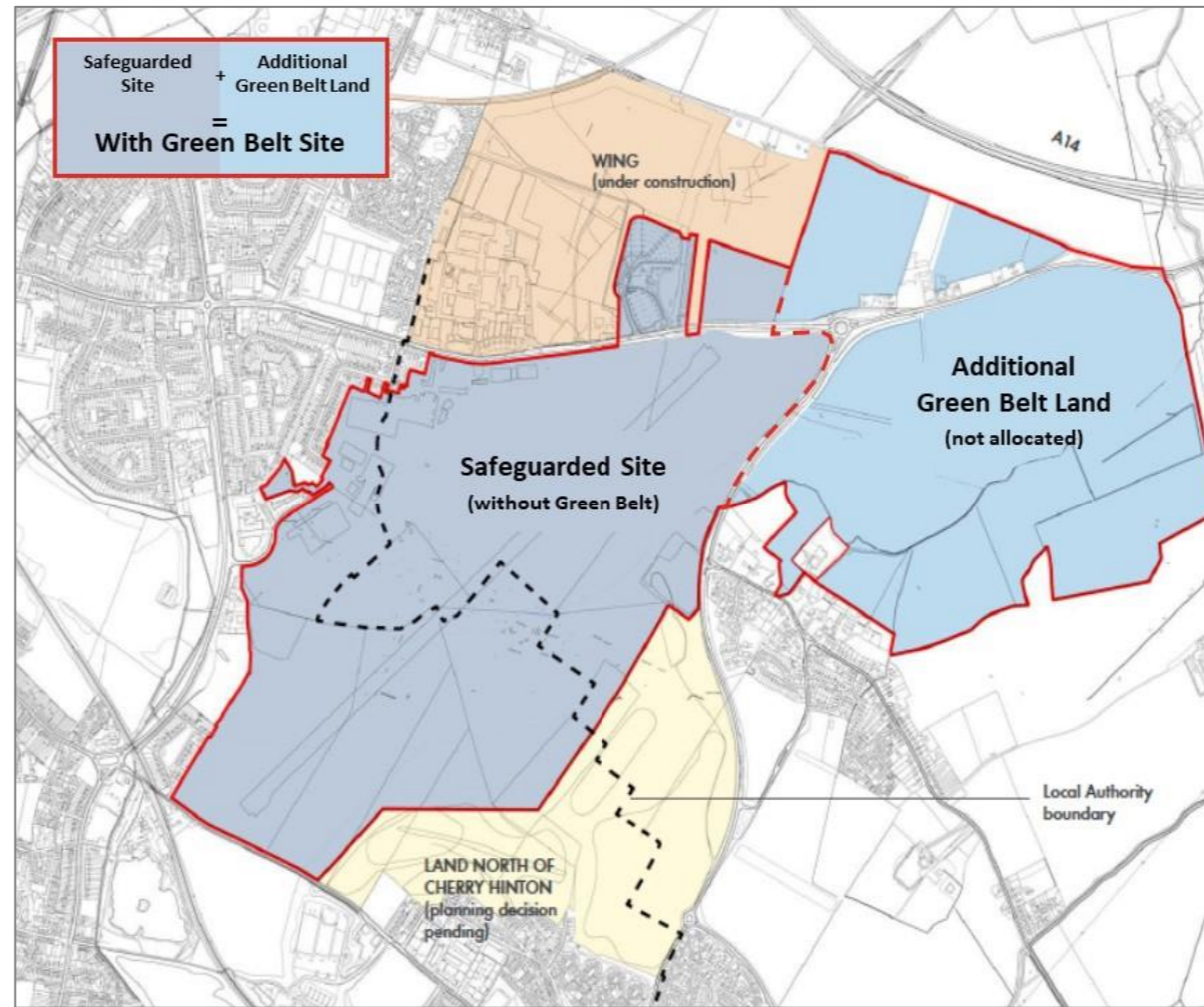


Figure 1.1 Site Plan





Figure 1.2 Aerial View. Source: Google (base map)

THE APPROACH TO THE STUDY

- 1.6 The Study has regard to the planning policy context, the landscape character and heritage assets within the vicinity of the Sites. This baseline information is presented in the following appendices:
- Appendix 1. Planning Policy Context
 - Appendix 2. Landscape Characterisation
 - Appendix 3. Heritage Assets
- 1.7 The conclusions of the Study are informed by visual analysis of viewpoints; photographs of these viewpoints and relevant commentary is provided in Appendix 4.
- 1.8 The viewpoints were identified through a review of various landscape studies and policy documents outlining viewpoints the Council has identified as significant, including:
- Appendix F (Tall Buildings and the Skyline) of the Cambridge City Local Plan, 2008;
 - Cambridge Inner Green Belt Boundary Study (November 2015);
 - Cambridge Inner Green Belt Study 2012; and
 - Cambridge Green Belt Study 2002.
- 1.9 Further viewpoints have been identified on site, and through discussion with landscape officers at Greater Cambridgeshire Council.
- 1.10 The conclusions are based on analysis of verified visualisations of the most sensitive viewpoints and consideration of the other viewpoints, using professional judgment. The viewpoints were agreed with the Council, and are identified on the Viewpoint Location Plan at **Figure 1.1**.
- 1.11 Allies & Morrison Architects produced massing models for four different Development Scenarios. Miller Hare produced verified visualisations of the most sensitive viewpoints based on the maximum parameters of these massing models. The verified views have been used as a tool to test the implications of different design responses on key views, and MPG is committed to the use of these to help inform the masterplan approach in the more sensitive areas of the site. Once the scheme has matured, MPG would be pleased to share verified views, but it is considered premature to do so at this stage.

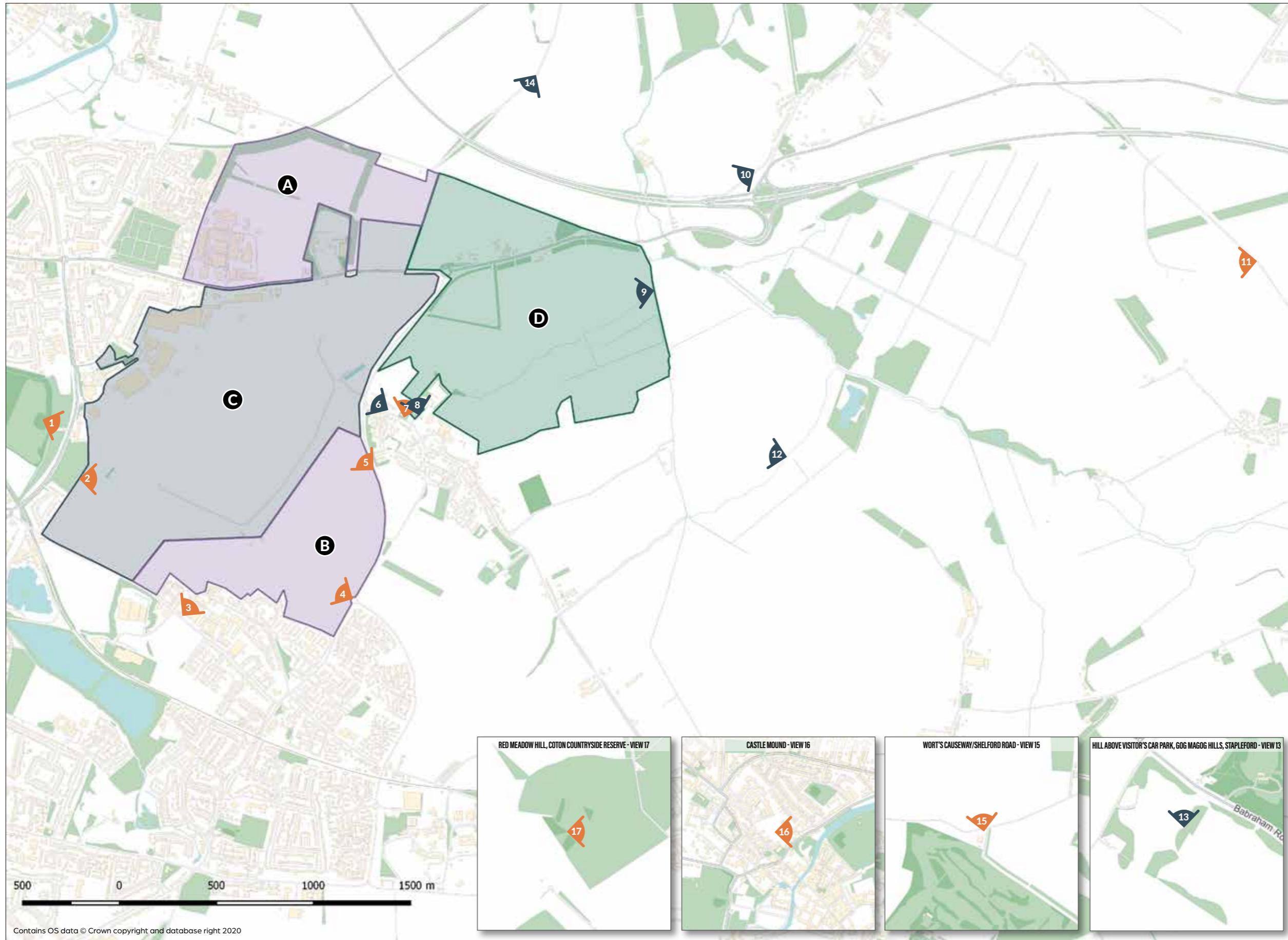
VIEW LOCATION PLAN

- A. Proposed Development: Land North Of Newmarket Road Cambridge
- B. Proposed Development: Land North of Cherry Hinton
- C. Cambridge City Airport: Safeguarded Site
- D. Additional Green Belt

-  Existing only
-  Wireline Views

View Locations

-  1. Rifle Butt near Coldham's Brook, Barnwell Road
-  2. Barnwell East Nature Reserve, Barnwell Road
-  3. Junction at Rosemary Lane and Coldham's Lane, Church End
-  4. Round-about at Cherry Hinton Road
-  5. Gap in fence at Airport Way
-  6. Junction at Church Road and Lady Jermy Way, Teversham
-  7. All Saints Church, Teversham
-  8. Road to Alwyns Barn, Teversham
-  9. Field next to Newmarket Service Road off the A1303
-  10. Private Road to Quy Mill Hotel, near to St Mary's Church, Quy
-  11. PROW 218/10 near Little Wilbraham Road, Little Wilbraham
-  12. Caudle Ditch (PROW 95/15) to the west of Little Wilbraham
-  13. Hill above visitor's car park, Gog Magog Hills, Stapleford
-  14. Low Fen Drove Way
-  15. Worts Causeway/ Shelford Road
-  16. Castle Mound
-  17. Red Meadow Hill, Coton Countryside Reserve



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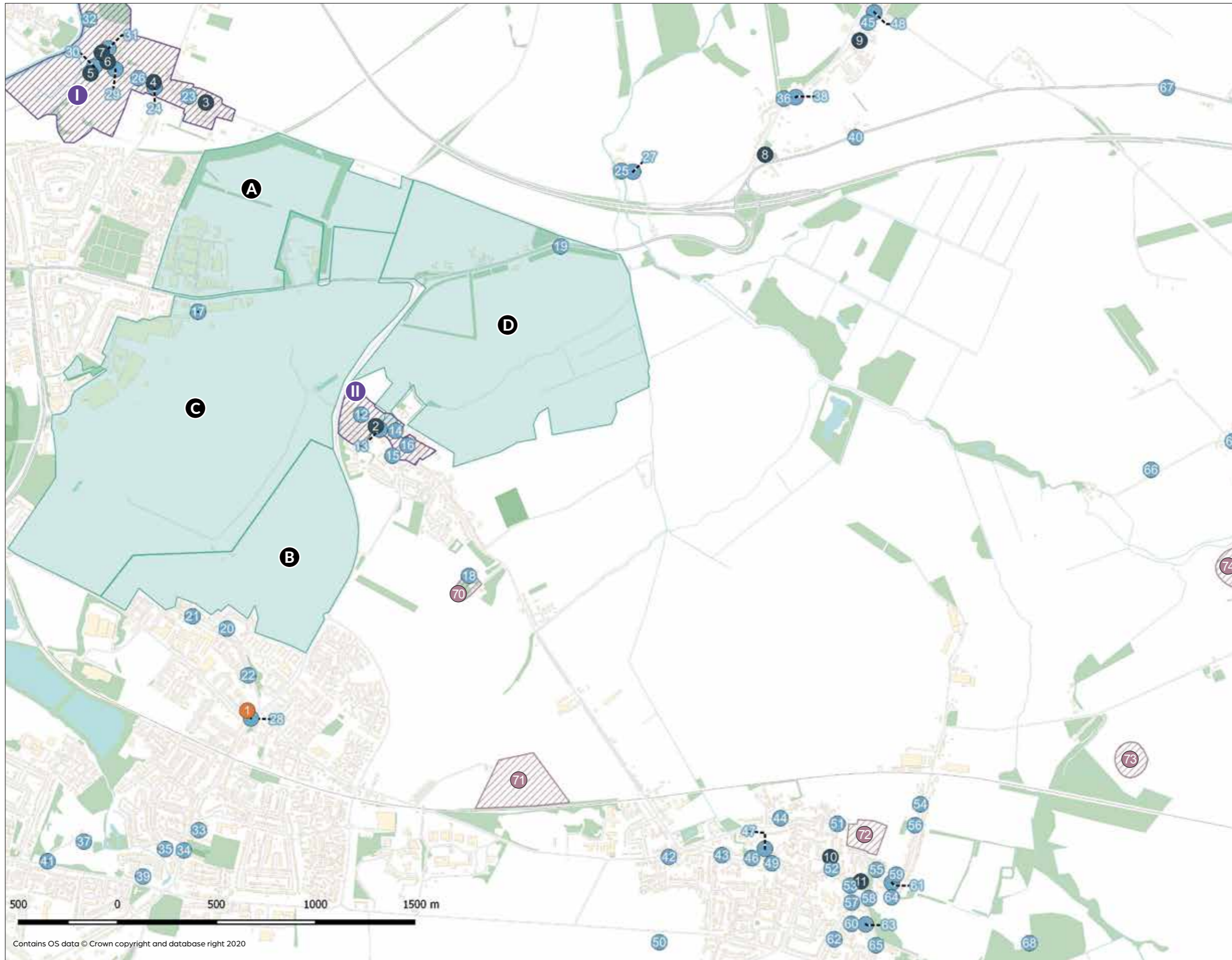
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Cambridge East

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FIGURE 1.3 Viewpoint Location Plan

 **NORTH**



HERITAGE ASSET PLAN

Development Sites

- | | |
|---|--|
| A. Land North of Newmarket Road (Outside Ownership) | C. Cambridge City Airport – Safeguarded Site |
| B. Land North of Cherry Hinton (Outside Ownership) | D. Potential Additional Site – Green Belt |

Conservation Areas

- | | |
|------------------|------------------|
| I. Fen Ditton CA | II. Teversham CA |
|------------------|------------------|

Listed Buildings

Grade I

1. Church of St Andrew

Grade II*

- | | |
|--|------------------------------------|
| 2. Church of All Saints | 6. Parish Church of St Mary Virgin |
| 3. Home Farmhouse | 7. The Old Rectory |
| 4. Musgrave Farmhouse | 8. Parish Church of St Mary |
| 5. Ditton Hall and Barn to North West of Ditton Hall | 9. The Vicarage |
| | 10. Highfield House |
| | 11. Church of St Vigor |

Grade II

- | | |
|---|--|
| 12. The Rectory | 42. 29, Hinton Road |
| 13. War Memorial In Churchyard of Church of All Saints | 43. 63 & 65, Pierce Lane |
| 14. 6, Church Road | 44. 28, Cow Lane and Rose Cottage |
| 15. 1, Thurlborns Close | 45. 19, Main Street |
| 16. Teversham Hall | 46. Croft House |
| 17. Marshalls Cambridge Airport Control and Office Building | 47. 48, Pierce Lane |
| 18. Manor Farmhouse | 48. The Swan Public House |
| 19. Milestone South West Quy Mill | 49. 23, Pierce Lane and Inglenook |
| 20. Mafeking Cottage | 50. Windmill |
| 21. 67, Church End | 51. 38 & 40, Apthorpe Street and St Martins Cottage |
| 22. Uphall | 52. 5, Apthorpe Street and Barretts Yard – Yew Lodge |
| 23. 6, 14–17, High Ditch, Mulberry House, Manor Farmhouse, and Dovecote and Granary to Home Farm | 53. Six Bells Public House, 6 and 8, High Street, Number 1 and Outbuilding at Rear, and 1, Manor Walk |
| 24. The Ancient Shepherd | 54. 77, Station Road |
| 25. Quy Water Mill | 55. 15, 21, & 23–37 Church Lane |
| 26. The Rectory and Wall to East of Number 16, 19 and 21, High Street, K6 Kiosk and Wall to West of Numbers 16, 20, & 22 | 56. The Orchards |
| 27. Garden Wall to Quy Mill House | 57. Hall Farmhouse |
| 28. Churchyard Wall of The Church of St Andrew | 58. Statue of William of Orange, Fulbourne Manor House Including The Ha Ha In The Garden, Coach House and Stables at Fulbourne Manor House |
| 29. Fen Ditton War Memorial, King's Head Public House, Numbers 4, 6 and 8 and Four Original Wrought Iron Garden Gates and 16, Church Street | 59. Normans Corner |
| 30. Garden and Boundary Wall to Ditton Hall | 60. Malsters Cottage, The Maltings Buildings Immediately South of Malsters Cottage, and Flendyshe House |
| 31. 20 & 22, Church Street | 61. 4, Church Lane |
| 32. Riverside Cottage | 62. Alma Cottage, and 2 & 4, School Lane |
| 33. 84, High Street | 63. Ludlows, 5, Ludlow Lane, and Fulbourn War Memorial |
| 34. 50, High Street | 64. Fulbourne Old Manor House |
| 35. The Red Lion Public House and The Old Smithy | 65. The Old House |
| 36. Lodge, Boundary Walls and Gateway to Number 128 | 66. The Windmill |
| 37. Cherry Hinton Hall | 67. Milestone East of The Bury |
| 38. 65, Stow Road | 68. Mill Garden Cottage |
| 39. Springfield | 69. The Manor House |
| 40. Milestone to East North East of St Marys Parish Church | |
| 41. The Lodge, Gatepiers and Gates at Cherry Hinton Hall | |

Scheduled Monuments

- | | |
|--|---|
| 70. Moated site at Manor Farm | 73. Henge 220m ESE of Herring's House |
| 71. Settlement site by Caudle Corner Farm | 74. Causewayed enclosure 900m west of Great Wilbraham parish church |
| 72. Iron Age ritual enclosure containing a Bronze Age barrow, and Roman cemetery | |

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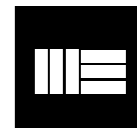
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FIGURE 1.4 Heritage Asset Plan

▲ NORTH



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FINDINGS

- 1.12 The Constraints and Opportunities Plan at **Figure 1.5** illustrates the findings of the Heights Study.
- 1.13 The findings of this Study will inform the next stage of the design process. Final siting, massing and building heights will require more detailed assessment as the masterplan develops.
- 1.14 The proposals present the opportunity to improve the character and appearance of the airfield itself, removing bulky buildings that undermine the character of the area and changing the use which has a similarly intrusive effect. A well-considered masterplan, combining architecture and landscape design, presents the opportunity to improve the setting of nearby residential areas and to create a distinctive new place in this part of Cambridge.
- 1.15 Intermediate heights (buildings of 2 to 6 storeys) would be capable of assimilation across the site into the wider landscape, subject to masterplanning.
- 1.16 The opportunity for greater intensity of use, and therefore scale, is greatest in the part of the analysis area currently associated with the airfield, and particularly those parts already featuring built development. The transport interchange is anticipated to be located more centrally in the Safeguarded Site, and there are sound masterplanning reasons to locate the taller buildings at this interchange. Scale in these areas could be 7 to 15 storeys.
- 1.17 The Airport contains some very large buildings, including hangars, located in the north-west of the Safeguarded Site. The light colour and size of the buildings means that they are relatively prominent in distant views from high ground, such as the Magog Hills, Wort's Causeway, Coton County Park and Castle Mound. The Cambridge Landscape Character Assessment and Cambridge Inner Green Belt Study identify the hangars as visually detracting and forming a negative edge to the City.
- 1.18 There is therefore potential for the development of the Sites to remove these negative landmarks, to form a positive edge to the City and improve the views, with smaller footprints and more natural coloured materials that would blend into the landscape. The existing use is intrusive so the change in use would also have a beneficial effect on the character of the area.
- 1.19 The tallest development (7 to 15 storeys) could be located in the same location as the existing hangars in the north-east of the Safeguarded Site. By replacing existing large scale detracting buildings with better designed buildings with a smaller footprint the visual, landscape and heritage effects are likely to be improved.
- 1.20 Analysis of the verified viewpoints indicates that larger scale buildings (7 to 15 storeys) could also be located to the east of the existing hangars, in the centre of the Safeguarded Site, where the transport interchange is likely to be located, without impacting the most sensitive viewpoints.
- 1.21 Views from the Rifle Butt and nature reserve (views 1 and 2) are of no particular landscape quality. Visual amenity is ordinary to poor. Hence, the west side of the Site is less sensitive to height, and there are structures of some height already in view so the western part of the Safeguarded Site has more capacity to accommodate scale, of 7-11 storeys.
- 1.22 There are two large development sites adjacent to the Safeguarded Site: the Land North of Cherry Hinton (marked B on the constraints and opportunities plan) and Land North of Newmarket Road (marked A). The Land North of Newmarket Road is now under construction and the grant of planning permission of Land North of Cherry Hinton is imminent. The south-west and north-west of the Safeguarded Site are therefore less sensitive to scale (in views 3, 4 and 5), so taller buildings of 7 to 11 storeys would be appropriate in this location. The masterplan for the Safeguarded Site will need to respond to the consented/ emerging development in these adjacent sites.
- 1.23 The assessment that the Site could accommodate buildings of up to 15 storeys is based on verified visualisations of the massing option produced by Allies & Morrison for the "maximum development" on the Safeguarded Site. In the most sensitive views from the north-east, east and south-east (views 6, 8, 9, 10 and 12) the tallest buildings, up to 15 storeys, located near the middle of the Safeguarded Site, would not be visible. The highest buildings would be located to reinforce the masterplan structure.
- 1.24 The hangars are visible behind and above the skyline of the historic core in views from the Castle Mound and Coton Country Park (views 16 and 17), albeit at a considerable separating distance. The relationship of the proposed development with the city skyline and landscape ridgeline is sensitive in these views. It is recommended that the scale is tested in these views at the next stage of the design process, to check the effect of development up to 15 storeys.
- 1.25 There is an area of raised land in the west of the Green Belt Site, which would partially screen views of the development when viewed from the east. The massing in this area would need to take this topography into account.
- 1.26 A wider visual impact may be justified in the north-eastern part of the Green Belt Site on the basis of strategic planning priorities which fall out with the scope of this Study. Such development would create a distinctive edge of settlement character, one that is more urban in nature. In character terms, this may be justified by reason of the Site's association with major road infrastructure to the north and east of the boundaries of the Green Belt Site.
- 1.27 Generally the views from various footpaths at the Wilbrahams (views 11 and 12), cover some distance and undulating landscape layered through hedgerows and trees, means visibility varies as does sensitivity. In these views one already sees the buildings of the airport in part, breaking the treeline, so denser taller development in the same location as the Airport buildings would be least sensitive. In these views one is aware already of the presence of the settlement in other ways too, and as one scans north and east one becomes aware of the landscape opening up and Cambridge is less of a presence.
- 1.28 The Sites are located outside the historic core in the Eastern Transition Lands, as identified in the Cambridge Landscape Character Assessment. The River Cam and its tributaries form green corridors through the City. Cherry Hinton Brook and Coldham's Brook are the origins of the green corridor to the west of the Airport.
- 1.29 There are relatively poor levels of access to the Green Belt Site presently and it has limited visual interest, aside from its openness. There is therefore an opportunity to retain a large swathe of open space within the Safeguarded Site and the Green Belt Site to create a green corridor from the east of the City, to connect with the existing East Cambridge Corridor, identified in the Cambridge Landscape Character Assessment. The AAP (adopted 2008) identifies such a green corridor, so indeed it is a policy requirement. This has potential to produce a net landscape benefit in terms of visual quality, access, ecology and amenity value.

- 1.30 Such an open space to the south of the Sites would also help mitigate potential effects on Teversham, an historic village, the northern part of which is designated as a Conservation Area and contains a number of listed buildings, including the grade II* listed Church of All Saints.
- 1.31 The views north and west from Church Road in Teversham are sensitive (views 6, 7 and 8). The inclusion of a green corridor would separate the historic village and the proposed eastern extension of Cambridge.
- 1.32 There is also potential for design mitigation to break up the urban blocks, use of the road network and other open spaces within the proposed built area, and variation in scale to reduce the from the south (view 6).
- 1.33 The treatment of the southern edge of the Green Belt Site and northern edge of Airport Way (to the east) will need careful consideration in subsequent iterations of the design, which could involve a change in scale on these edges and tree planting (views 7 and 8). The sensitivity of the effect on Teversham will need to be balanced with other masterplan considerations, such as creating well-defined, enclosed streets and a sense of arrival from Newmarket Road.
- 1.34 The other heritage sensitivity identified by this Study is the effect on former Guy Mill, which is grade II listed and converted into a spa hotel, located just north of the A1303. The massing of development north of Newmarket Road should consider the effect on the listed Mill (in view 10, and in views from the former Mill and its grounds). However, the experience of the former Mill is already affected by the heavy traffic on the A1303, and the existing mature trees may mitigate the visual effects.

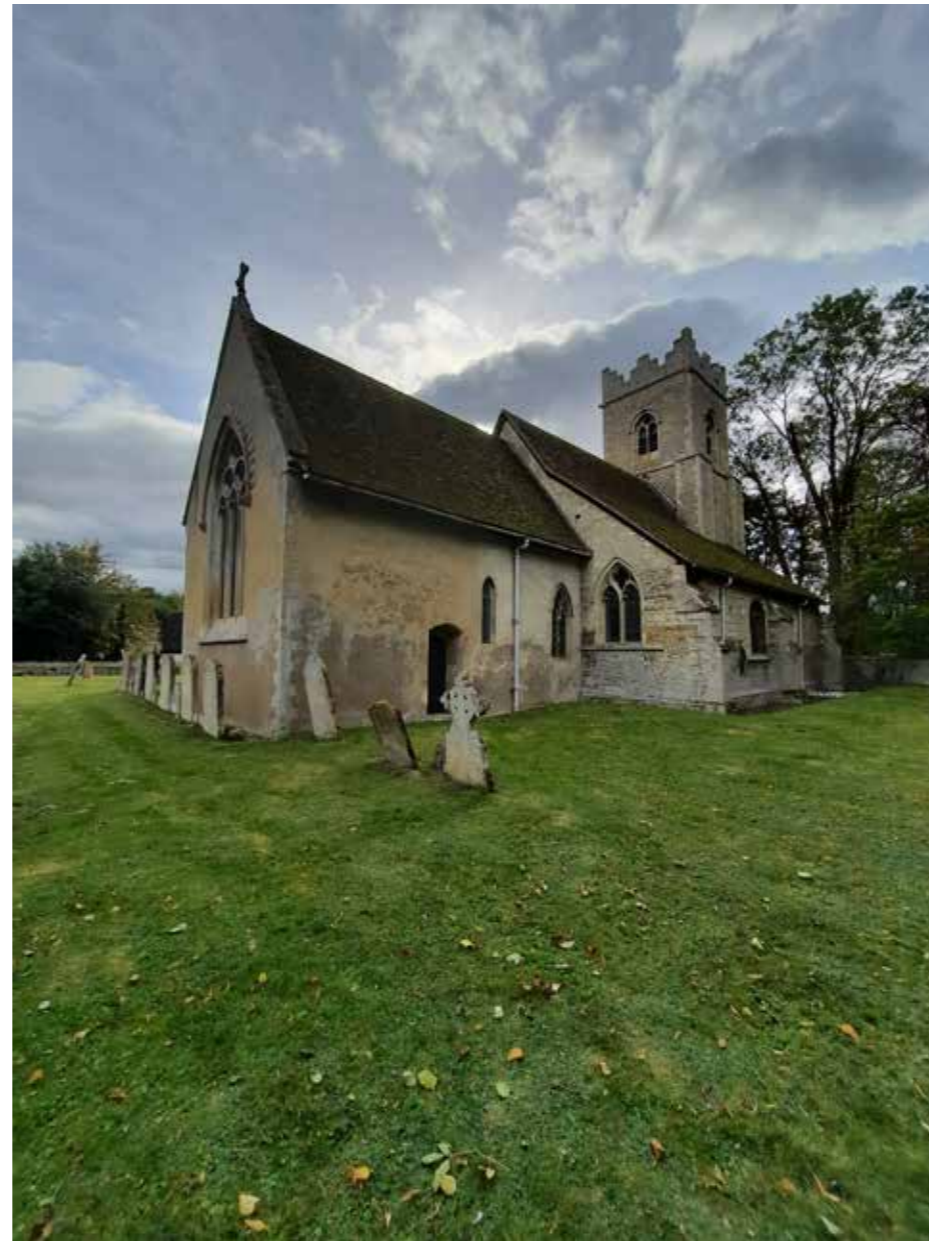


Figure 1.5 Church of All Saints, Teversham (grade II* listed)

CONSTRAINTS AND OPPORTUNITIES



- A. Proposed Development: Land North Of Newmarket Road Cambridge
- B. Proposed Development: Land North of Cherry Hinton
- C. Cambridge City Airport: Safeguarded Site
- D. Additional Green Belt

Conservation Areas

- I. Fen Ditton CA
- II. Teversham CA

Listed Buildings

Grade II*

- 2. Church of All Saints
- 8. Parish Church of St Mary

Grade II

- 12. The Rectory
- 13. War Memorial In Churchyard of Church of All Saints
- 14. 6, Church Road
- 15. 1, Thurlboms Close
- 16. Teversham Hall
- 17. Marshalls Cambridge Airport Control and Office Building
- 19. Milestone South West Quay Mill
- 25. Quay Water Mill
- 27. Garden Wall to Quay Mill House

- Existing only
- Wireline Views

View Locations

- 1. Rifle Butt near Coldham's Brook, Barnwell Road
- 2. Barnwell East Nature Reserve, Barnwell Road
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- 11. PROW 218/10 near Little Wilbraham Road, Little Wilbraham
- 12. Caudle Ditch (PROW 95/15) to the west of Little Wilbraham
- 13. Hill above visitor's car park, Gog Magog Hills, Stapleford
- 14. Low Fen Drove Way
- 15. Worts Causeway/ Shelford Road
- 16. Castle Mound
- 17. Red Meadow Hill, Coton Countryside Reserve

- i. Existing airport use and hangars negative – potential to enhance with smaller footprint and more natural coloured materials
- ii. Verified views indicate taller buildings in the centre of the Site not impactful
- iii. Test effect of taller buildings on historic core and landscape ridgeline from Castle Mound and Red Meadow Hill
- iv. Green corridor to protect setting of Teversham, improve access to and ecological value of landscape
- v. Connect new green corridor with existing East Cambridge green corridor (Coldhams Common)
- vi. Sensitivity of setting of All Saints Church
- vii. Break up urban blocks in views north from Teversham
- viii. Sensitivity of setting of Quay Mill
- ix. Opportunity to enhance setting of residential area
- x. Integrate with new developments on adjacent sites
- xi. Small area of raised ground would partially screen development in views from east. Massing in this area needs to consider topography.

Less sensitive to scale More sensitive to scale

Less
↓
More

Less
↓
More

- Intermediate heights (2 to 6 storeys)
- Sensitive edge – Teversham
- Sensitive heritage views
- Green corridor



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FIGURE 1.6 Opportunities and Constraints Plan ▲ NORTH

APPENDIX 1: PLANNING POLICY CONTEXT

CAMBRIDGE AIRPORT

APPENDIX 1. PLANNING POLICY CONTEXT

1.1 This Appendix identifies the planning policy relevant to the Heights Study.

LEGISLATION

PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS ACT) 1990

1.2 The Site contains one statutorily listed building. It is not located in a conservation area but is in the setting of a number of listed buildings.

1.3 Alterations to the listed Airport Control and Office Buildings are outside the scope of this Study, so Section 66(1) of the Act which relates to the setting of listed buildings is of most relevance. This requires decision makers to have special regard to the special interest of listed buildings and their setting when determining applications for planning permission.

DEVELOPMENT PLAN

1.4 Section 38(6) of the Planning and Compulsory Purchase Act 2004 stipulates that where in making any determination under the Planning Acts, regard is to be had to the development plan, and the determination must be made in accordance with that plan unless material considerations indicate otherwise.

1.5 The Statutory Development Plan for the Site comprises

- Cambridge City Council – Cambridge City Local Plan (October 2018)
- South Cambridgeshire Council – South Cambridgeshire Local Plan (September 2018)

CAMBRIDGE LOCAL PLAN (OCTOBER 2018)

1.6 The following local planning policies are relevant to this study:

- Policy 4: The Cambridge Green Belt
- Policy 8: Setting of the city
- Policy 13: Cambridge East
- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 57: Designing new buildings
- Policy 59: Designing landscape and public realm
- Policy 60: Tall buildings and the skyline in Cambridge
- Policy 61: Conservation and enhancement of Cambridge's historic environment
- Policy 62: Local heritage assets

SOUTH CAMBRIDGESHIRE LOCAL PLAN (SEPTEMBER 2018)

1.7 The following local planning policies are relevant to this study:

- Policy S/4: Cambridge Green Belt
- Policy SS/3: Cambridge East
- Policy HQ/1: Design Principles
- Policy NH/2: Protecting and Enhancing Landscape Character
- Policy NH/8: Mitigating the Impact of Development in and adjoining the Green Belt
- Policy NH/11: Protecting Village Amenity Areas
- Policy NH/13: Important Countryside Frontage
- Policy NH/14: Heritage Assets

NATIONAL PLANNING POLICY

1.8 The revised National Planning Policy Framework (the "NPPF") was published on February 2019 and supersedes previous national planning guidance contained in various Planning Policy Guidance and Planning Policy Statements, as well as previous versions of the NPPF, first published in 2012. The NPPF sets out the Government's approach to planning matters and is a material consideration in the determination of planning applications.

1.9 Relevant chapters include:

- Chapter 12 – Achieving well-designed places
- Chapter 13 – Protecting Green Belt land
- Chapter 15 – Conserving and enhancing the natural environment
- Chapter 16 – Conserving and enhancing the historic environment

MATERIAL CONSIDERATION

1.10 In addition to legislation and policy, the assessment will take into consideration relevant planning guidance and any material considerations, including:

- Cambridge Landscape Character Assessment (2003);
- Cambridge Inner green Belt Boundary Study (2015);
- Cambridgeshire and Peterborough Structure Plan (2003)
- Cambridge East Area Action Plan (2008);
- National Planning Practice Guidance (online);
- National Design Guide (2019);
- Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA) (2013);
- An Approach to Landscape Character Assessment (2014);
- Visual Representation of Development Proposals Technical Guidance Note (2019);
- Historic England, Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision-Taking in the Historic Environment (2015)
- Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (2017);
- Tall Buildings: Historic England Advice Note 4 (2015);

EMERGING POLICY

GREATER CAMBRIDGE LOCAL PLAN

1.11 Greater Cambridge Local Plan is in its early stages, having just complete its first public consultation in February 2020. Only limited weight can be given to an emerging Local Plan.

POLICY DISCUSSION

- 1.12 Policy 13 of the Cambridge Local Plan and Policy SS/3 of the South Cambridgeshire Local Plan outlines that Cambridge East is a safeguarded site for longer term development beyond 2031. Development on safeguarded land can only occur once the site has been allocated.
- 1.13 Policy 55 of the Cambridge Local Plan outlines that development will be supported where it is demonstrated that it responds positively to its context and has drawn inspiration from the key characterises of its surroundings, including features of natural, historic or local importance, to help create distinctive high quality places.
- 1.14 Policy 60 of the Cambridge Local Plan outlines that development proposals that seek to break the existing skyline or be significantly taller than the surrounding built form will be considered against:
 - Location, setting and context
 - Impact on historic environment
 - Scale, massing and architectural quality
 - Amenity and microclimate
 - Public realm
- 1.15 Policy HQ/1 in the South Cambridgeshire Local Plan states all new development must be of high quality design such as delivering a strong visual relationship between buildings that comfortably define and enclose streets, squares and public places, creating interesting vistas, skylines, focal points and appropriately scaled landmarks along routes and around spaces.
- 1.16 The Cambridge Inner Green Belt Study (2015) identifies key viewpoints into the historic core of the City and its setting. The study also refers to the dominance and “visually detracting” impact of the Airport hangars on surrounding Character Areas north and east of Cambridge.
- 1.17 The Cambridge Landscape Character Assessment (2003) analysed the height of Cambridge East also known as ‘Eastern Transition Lands’ stating that the existing hangars at Cambridge City Airport has a negative impact on the surrounding landscape as they block potential views from the City skyline from the countryside and are highly visible from the east.
- 1.18 The Cambridgeshire and Peterborough Structure Plan (2003) reference Cambridge Airport as a location to be release from the Green Belt for housing and mixed-use development specifically “treated as a priority for high-density development”.

- 1.19 The Cambridge East Area Action Plan (2008) outlines that during the masterplanning process building heights should be determined. The Plan does suggest that development near the countryside or villages of Fen Ditton and Teversham should be a lower height, whereas development around direct and local centres and public transport nodes would be appropriate for higher density and in turn implying higher heights in these areas.
- 1.20 The Cambridge Inner Green Belt Boundary Study (2015) and Cambridge Landscape Character Assessment (2003) conclude that the existing buildings at Cambridge Airport have a negative visual impact on the quality of the surrounding landscape. The landscape studies do not propose specific design principles (e.g. heights or massing principles) for redevelopment of the Safeguarded Site and Green Belt Site. However, on the basis of these assessments, the redevelopment of the Cambridge Airport could be seen to present an opportunity to open up views of the City skyline from the countryside and potentially to enhance the sense of arrival when travelling into the city from the east.

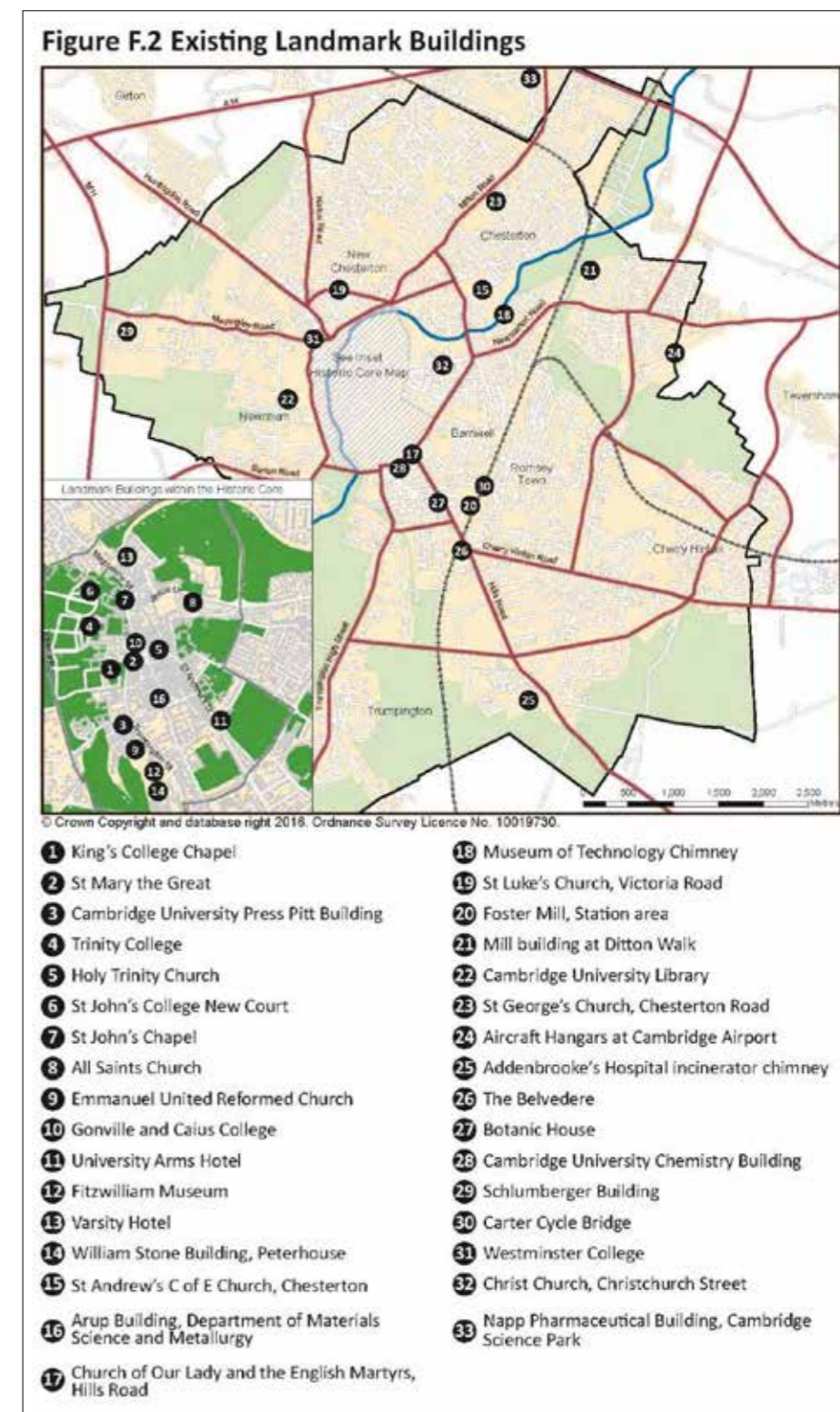


Figure 1.1 Existing Landmark Buildings (Extract from Cambridge City Local Plan 2018, Appendix F: Tall Buildings and Skyline, Existing Landmark Buildings)

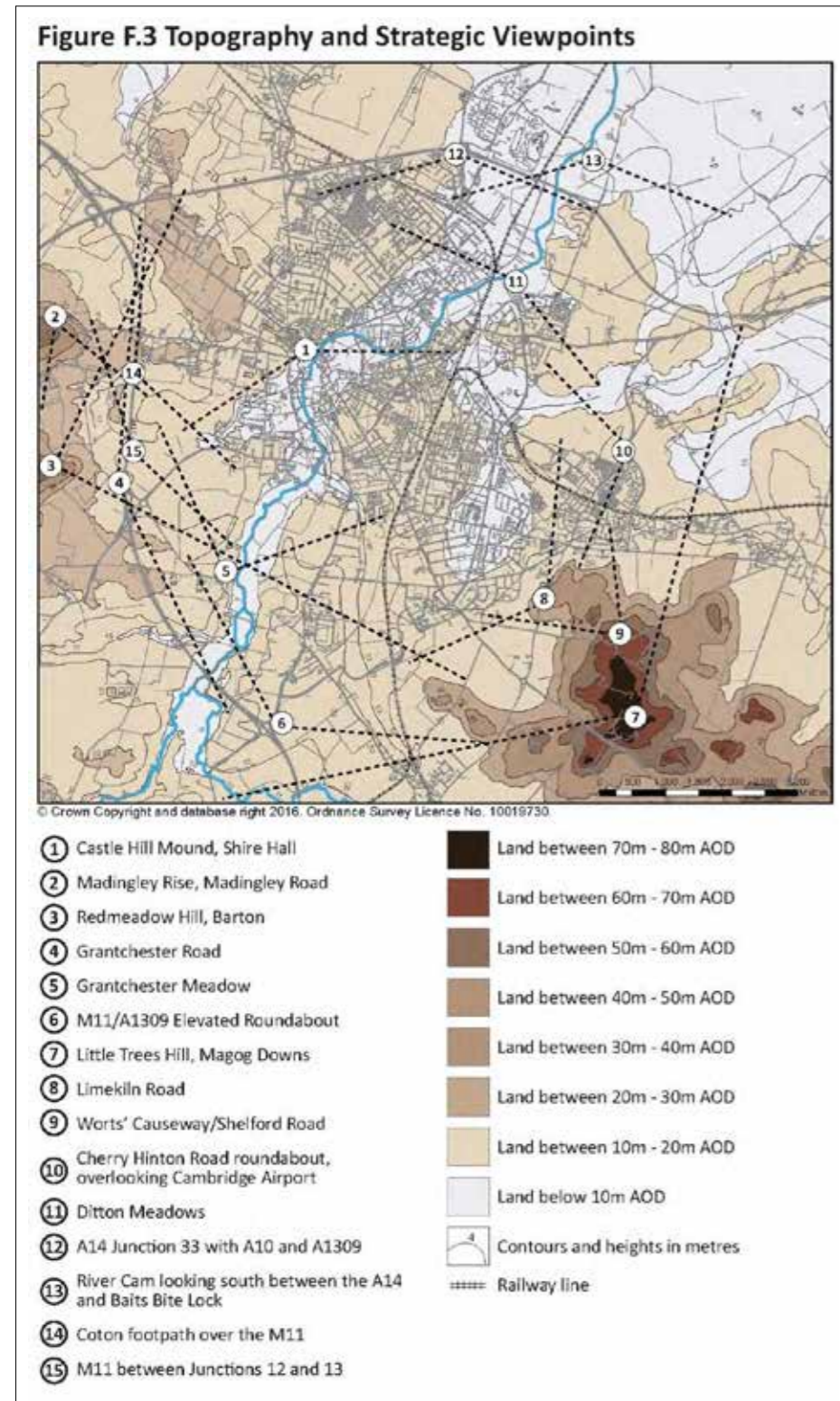


Figure 1.2 Topography and Strategic Viewpoints (Extract from Cambridge City Local Plan 2018, Appendix F: Tall Buildings and Skyline, Topography and Strategic Viewpoints)

APPENDIX 2: LANDSCAPE CHARACTERISATION

CAMBRIDGE AIRPORT

APPENDIX 2. LANDSCAPE CHARACTERISATION

2.1 This Appendix summarises the national and local landscape character assessment in relation to the Site.

CAMBRIDGE LANDSCAPE CHARACTER ASSESSMENT, ADOPTED 2003

2.2 Cambridge City Council adopted the Cambridge Landscape Character Assessment as a material planning consideration in April 2003.

2.3 The landscape characterisation is based on the guidelines outlined in Landscape Character Assessment: Guidance for England and Scotland, published by the Countryside Agency in 2002, and the more recent publication by Natural England in 2014, An Approach to Landscape Character Assessment.

2.4 The purpose of the landscape assessment is to define the character area of importance to the environment and setting of Cambridge, in order to understand the possibility and potential of new development.

2.5 The landscape character assessment for Cambridge recorded information based on 'Landscape Character Types' and 'Landscape Character Areas'.

- Landscape Character Types – represent generic types of the British Landscape.
- Landscape Character Areas – represent geographically distinct types of landscape.

NATIONAL CHARACTER AREAS

2.6 Cambridge strides the boundaries of three Character Areas as defined by the Countryside Agency and English Nature – the East Anglian Chalk, the Bedfordshire and Cambridgeshire Claylands and the Fenlands.

2.7 Cambridge Airport is within the Claylands Character Area, while part of the Green Belt Site is within the Claylands Character Area, and part is within the Chalklands Character Area to the east, see **Figure 4.1**.

2.8 Claylands represent an important influence on the area “typically open, rolling countryside rising to a height of about 60m close to Madingley. There are good views across the City from the west and south west of Cambridge.”

2.9 The National Character Area Profile of the Bedfordshire and Cambridgeshire Claylands is found in **Appendix 4**.

2.10 The Chalklands located to the south east of Cambridge “rise to 74m at Wandlebury and from which there are extensive views of the City and surrounding countryside. The high ground and open countryside close to the City centre is a highly valued resource.”

2.11 The National Character Area Profile of East Anglian Chalk is found in Appendix 5.

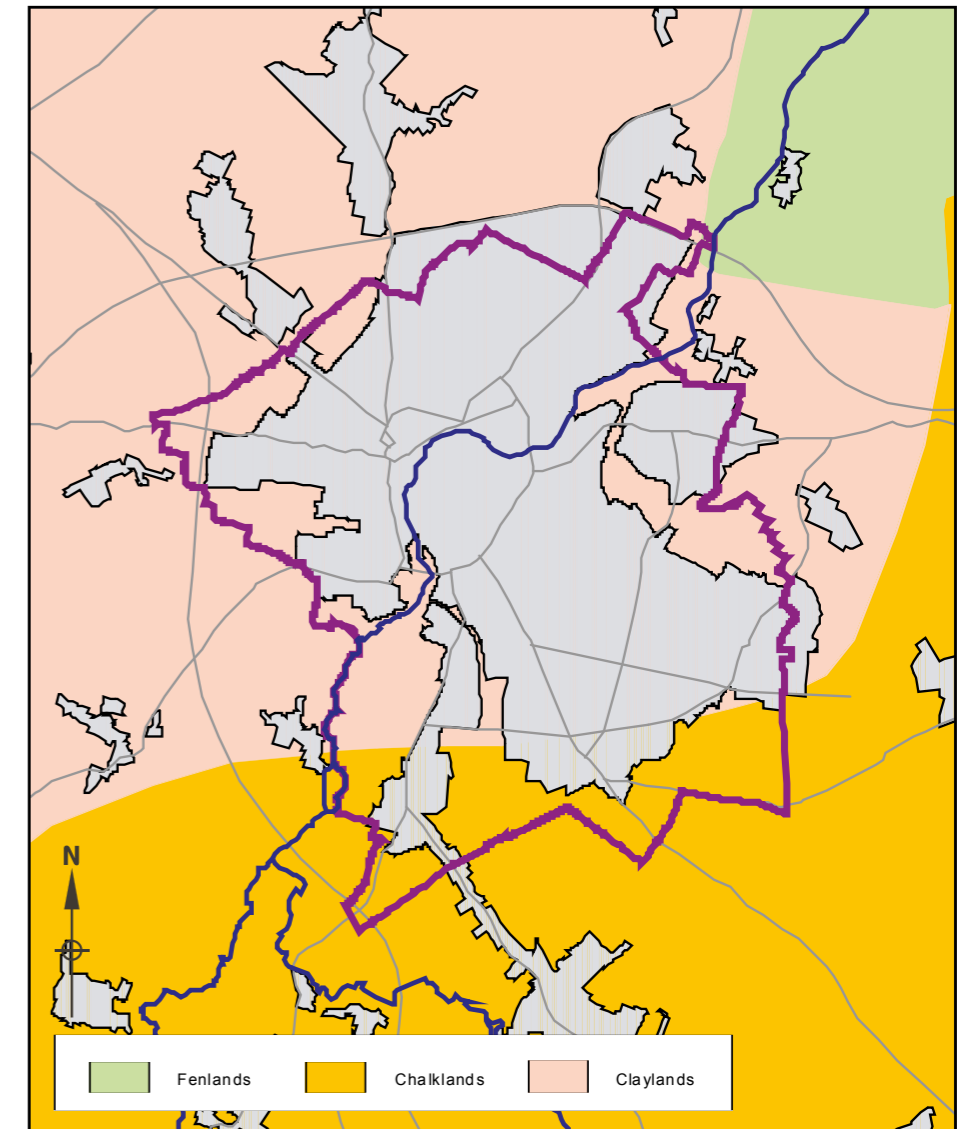


Figure 2.1 National Character Areas

DEFINING CHARACTER OF THE CITY AND ITS SURROUNDING

2.12 'Defining Character' in the Landscape Characterisation of Cambridge is described as features and areas of very high importance.

2.13 Defining Character of Cambridge is restricted to the following physical features:

- Buildings and Historic Core;
- Green Fingers and Corridors;
- Water courses and bodies;
- Open Green Spaces within the City;
- Setting and Views of the City Skyline; and
- Separation

BUILDINGS AND THE HISTORIC CORE

2.14 The historic core forms a defining character area for Cambridge. Notably, within the City there are 1,600 listed buildings and nine Conservation Areas. The Site is located outside the historic core.

2.15 Section 5 details heritage assets relevant to this study.

GREEN FINGERS AND CORRIDORS

2.16 As outlined in the Landscape Character Assessment (2003) green fingers and corridors represents "the green space that sweeps in along the corridor of the Cam from the south-west linking the claylands with the fenlands to the north-east. It consists of a string of major open spaces, mostly Commons, encircling the City centre which relate and give a setting to the historic City core."

2.17 Green fingers and corridors penetrating the City can be seen in **Figure 4.2**.

2.18 Of significance, is the East Cambridge Corridor linking the Chalklands of Barnwell Nature Reserve and Coldham's Common with north-east Fenlands.

2.19 The East Cambridge Corridor bounds Cambridge Airport on the west.

WATER COURSES AND BODIES

2.20 Following the East Cambridge Corridor is Cherry Hinton Brook and Coldham's Brook, water courses located on the west of the Airport. These brooks are chalk streams that emerge from the aquifer to the southeast of the City and form distinctive wetland habits.

2.21 Water is a major element of Cambridge's City and countryside, evident in **Figure 4.3**.

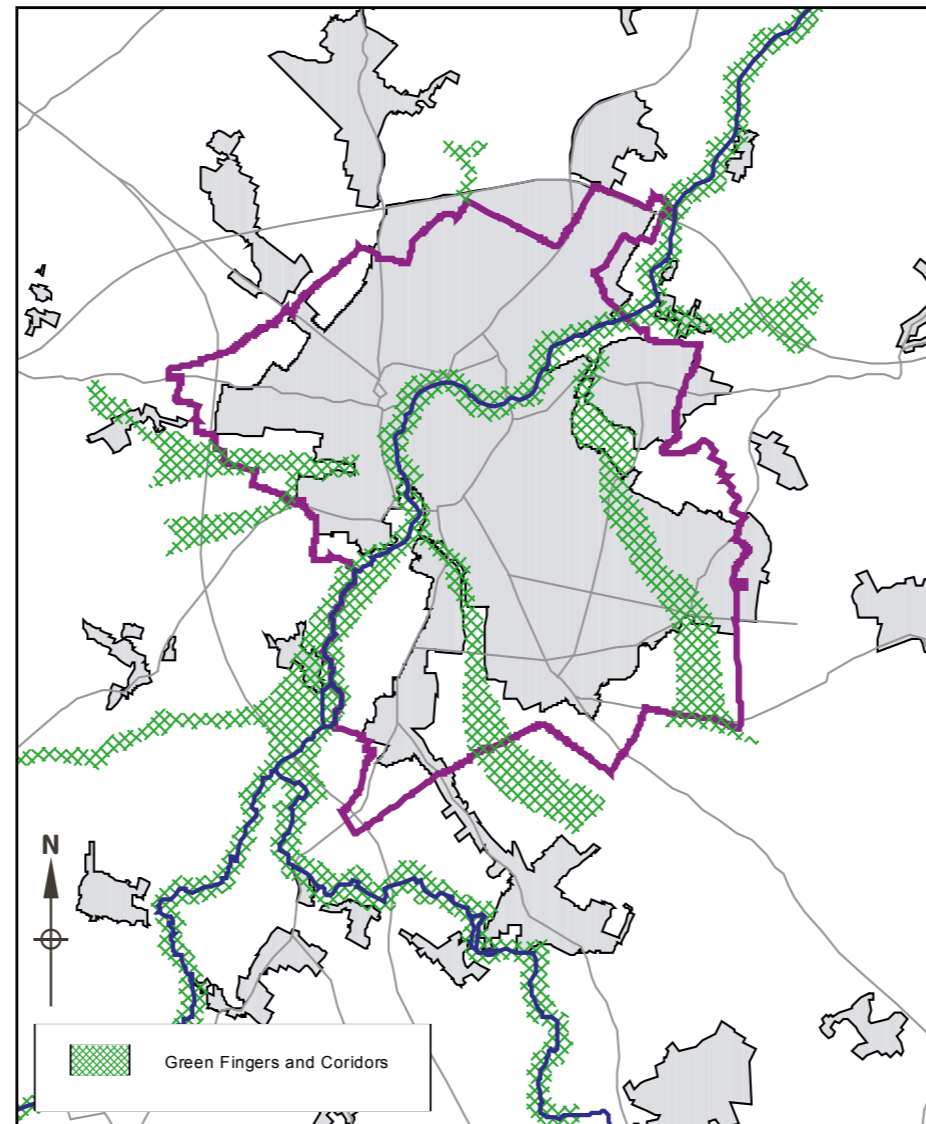


Figure 2.2 Green Fingers and Corridors

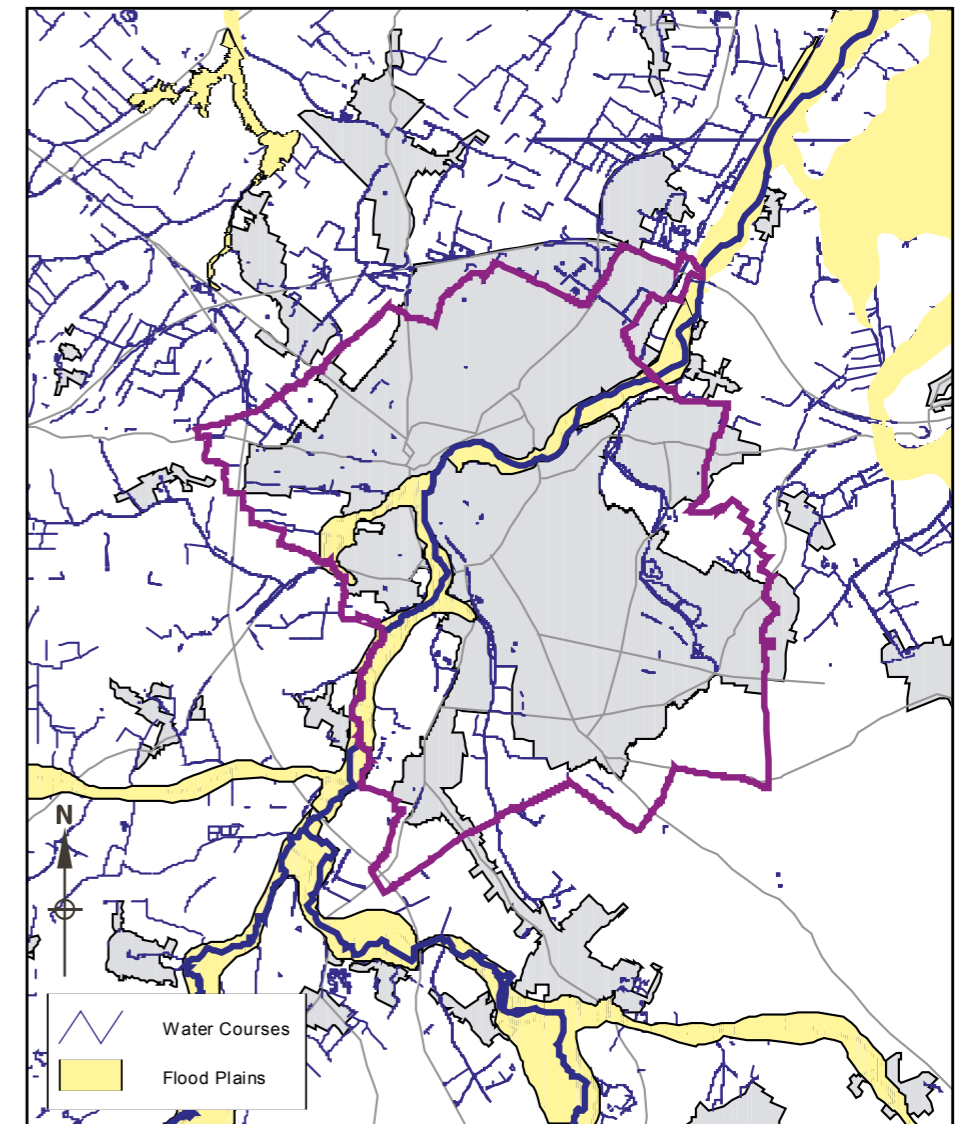


Figure 2.3 Water Courses and Flood Plains

OPEN GREEN SPACES WITHIN THE CITY

2.22 Open green spaces within the city reiterate the green spaces created by the major green fingers and corridors.

SETTING AND VIEWS OF THE CITY SKYLINE

2.23 The setting of Cambridge is defined by its landscape and geology. The setting can be described as generally low lying, particularly in north and east of the Fenlands and Claylands. To the west and south of Cambridge the ground is higher, with limited capacity to accept new development, therefore high ground is concluded as being a defining character.

2.24 Views both into and out from the City characterise the defining nature of Cambridge.

2.25 For instance, the topography as described above contributes to the views from the south and west towards the City skyline, looking onto a flat landscape.

2.26 The topography that forms the setting of Cambridge can be seen in **Figure 4.4**.

SEPARATION

2.27 Areas where separation between the City and the necklace villages is paramount is portrayed in **Figure 4.5**, located generally in the north.

2.28 Description of separation in the Landscape Character Assessment (2003) requires areas to be assessed in order to identify the minimum amount of separation to prevent communities merging.

2.29 The Safeguarded Site is not represented as a built landform in **Figure 4.5**. The land between Teversham and the Airport is not identified as an area where it is important to maintain a separation from the city.

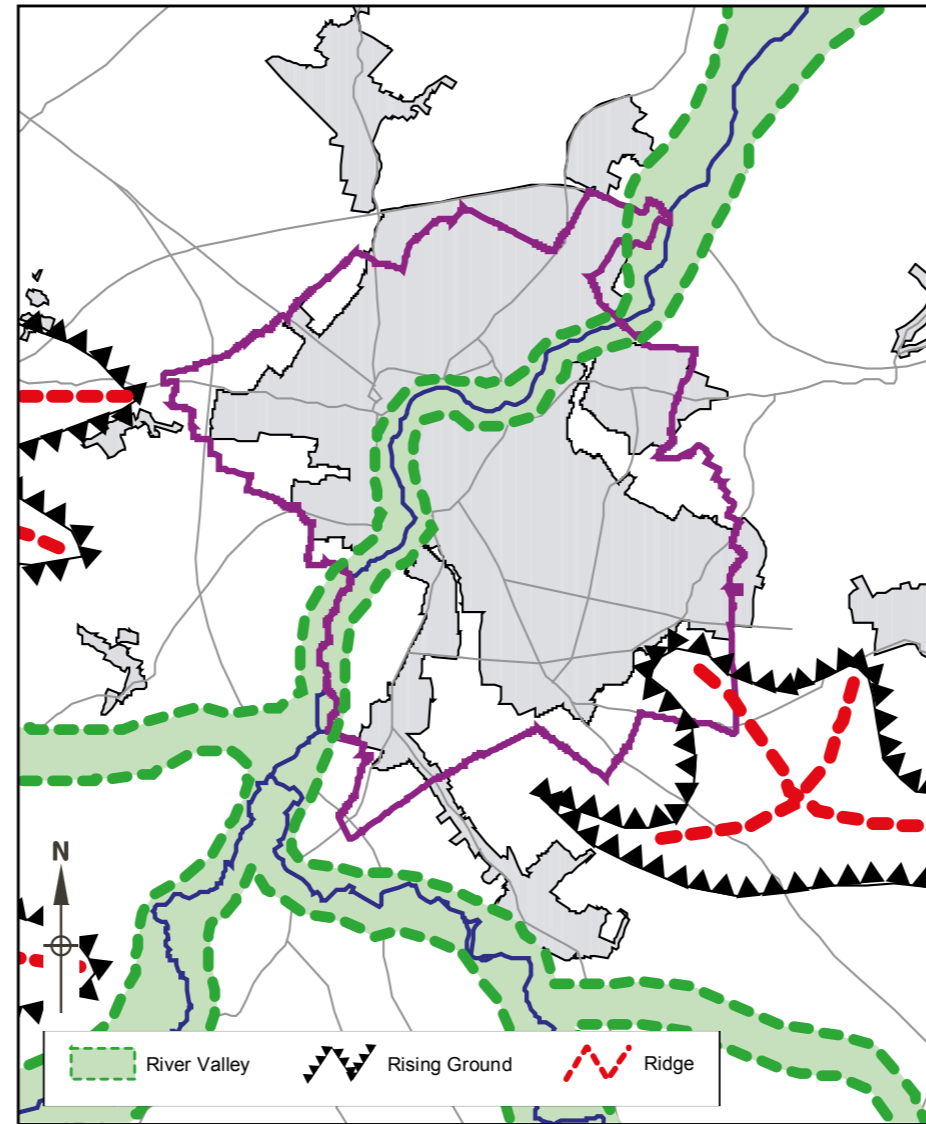


Figure 2.4 Topography

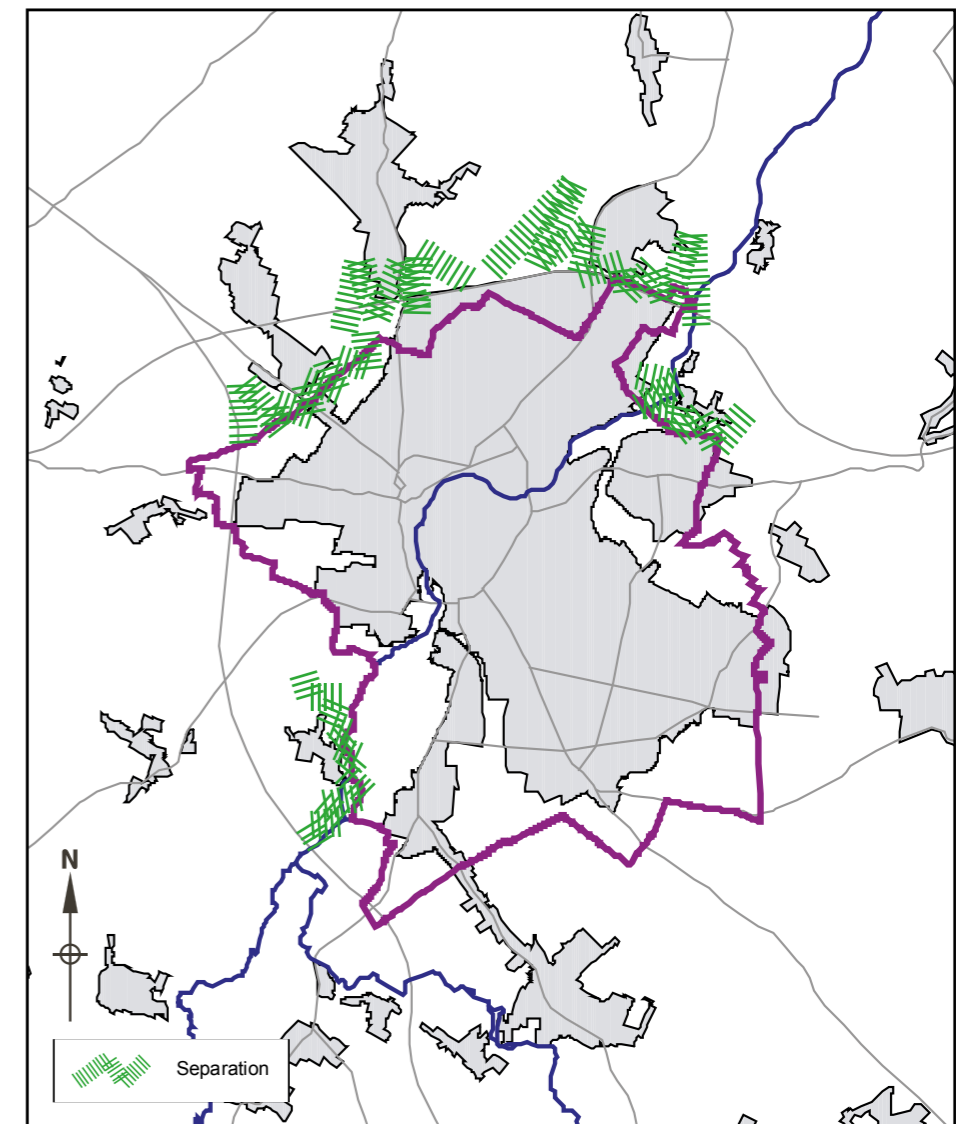


Figure 2.5 Separation

SUPPORTING CHARACTER OF THE CITY AND ITS SURROUNDINGS

EDGES

- 2.30 Edges reinforce the distinction between the City and its rural hinterland.
- 2.31 Positive edges are described as “where the built edge is framed within a treed or hedged landscape or which afford views of the City skyline or to landmark buildings are regarded as making a high quality, positive, contribution to Cambridge and its setting.”
- 2.32 Negative edges are described as “abrupt and lack tree cover or hedgerows or which are adjacent to degraded landscapes, major arterial roads or detracting views are regarded as negative assets.”
- 2.33 The Appraisal of the Inner Green Belt in 2012 identified that the eastern side of Cambridge, dominated by the Airport, describe the edge as “level views with a mixed foreground and mixed urban edge”.

LOCAL VIEWS

- 2.34 Local views can be distinguished between positive and negative or detracting landmarks. Local views form supporting character, supplementing the defining character of the Setting and Views of the City Skyline.
- 2.35 From **Figure 4.7**, it can be seen that airport building is identified as a negative landmark.

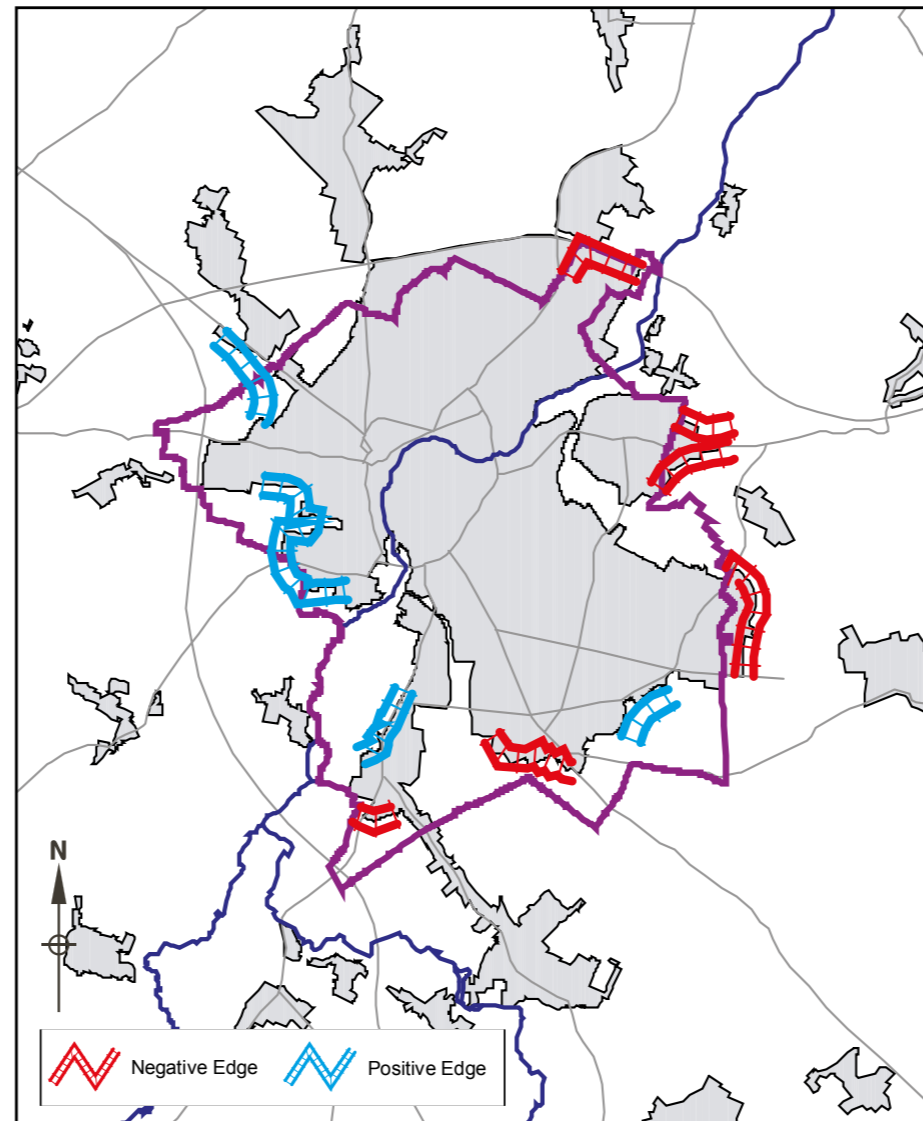


Figure 2.6 Negative and Positive Edges

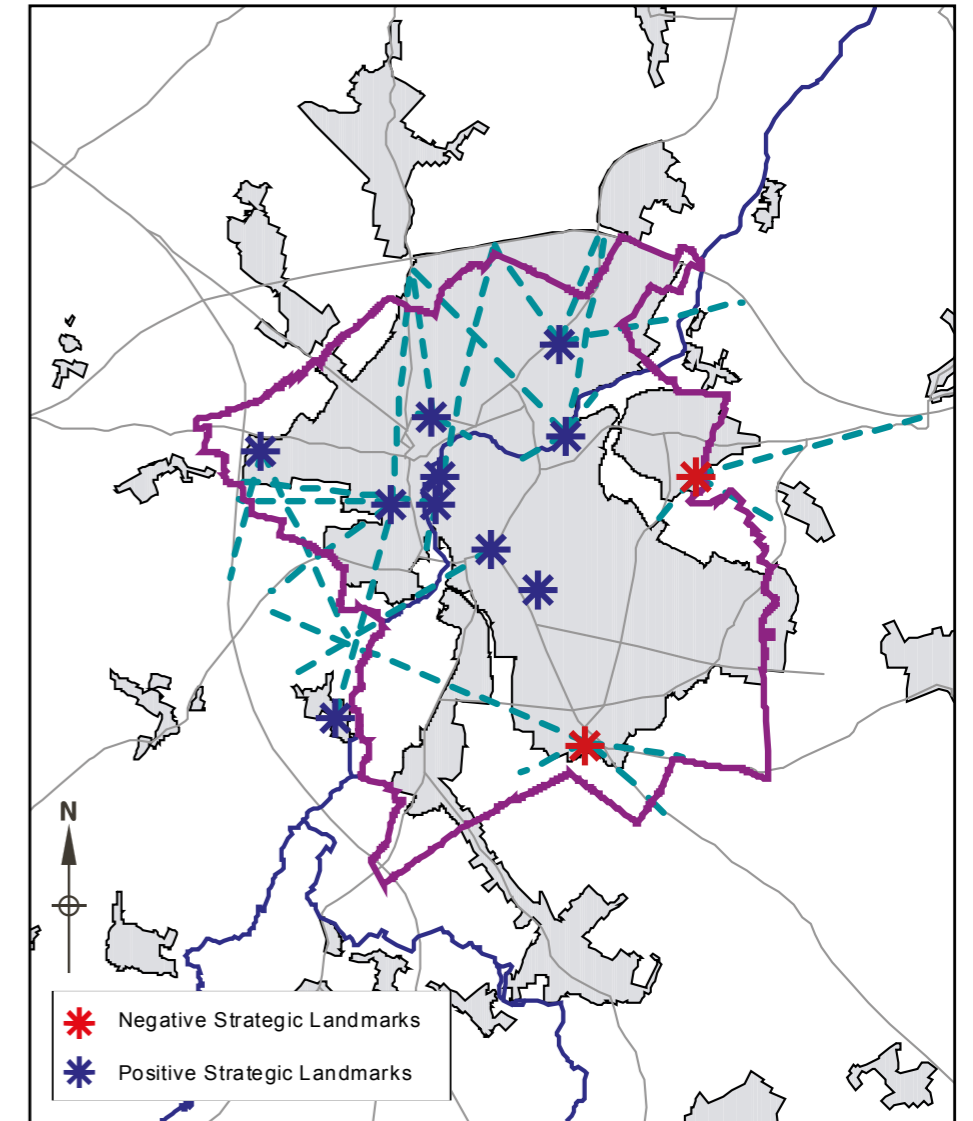


Figure 2.7 Local Views and Strategic Landmarks

ECOLOGY, NATURAL HISTORY AND LANDSCAPE STRUCTURE

2.36 Cambridge encompasses two Sites of Special Scientific Interest (SSSIs), four Local Nature Reserves, 15 County Wildlife Sites and 49 City Wildlife Sites.

2.37 As seen in **Figure 4.8**, to the south and west of Cambridge Airport there are numerous City Wildlife Sites and two Local Nature Reserves:

2.38 Barnwell East Nature Reserve (2.6 ha)– directly adjacent to the Site

2.39 Barnwell West Nature Reserve (3.8 ha)

ANCIENT WOODLAND, TREE COVER, HEDGEROWS AND VETERAN TREES

2.40 Cambridge is describes as being a ‘well-treed City’ that supports the City’s character and can form Defining Character when associated with green spaces, settings or views.

2.41 As outlined in **Figure 4.9**, significant vegetation is highlighted throughout Cambridge City. In regard to Cambridge Airport, the landscape includes old hedges and field boundaries that show historic field patterns that could not be recreated.

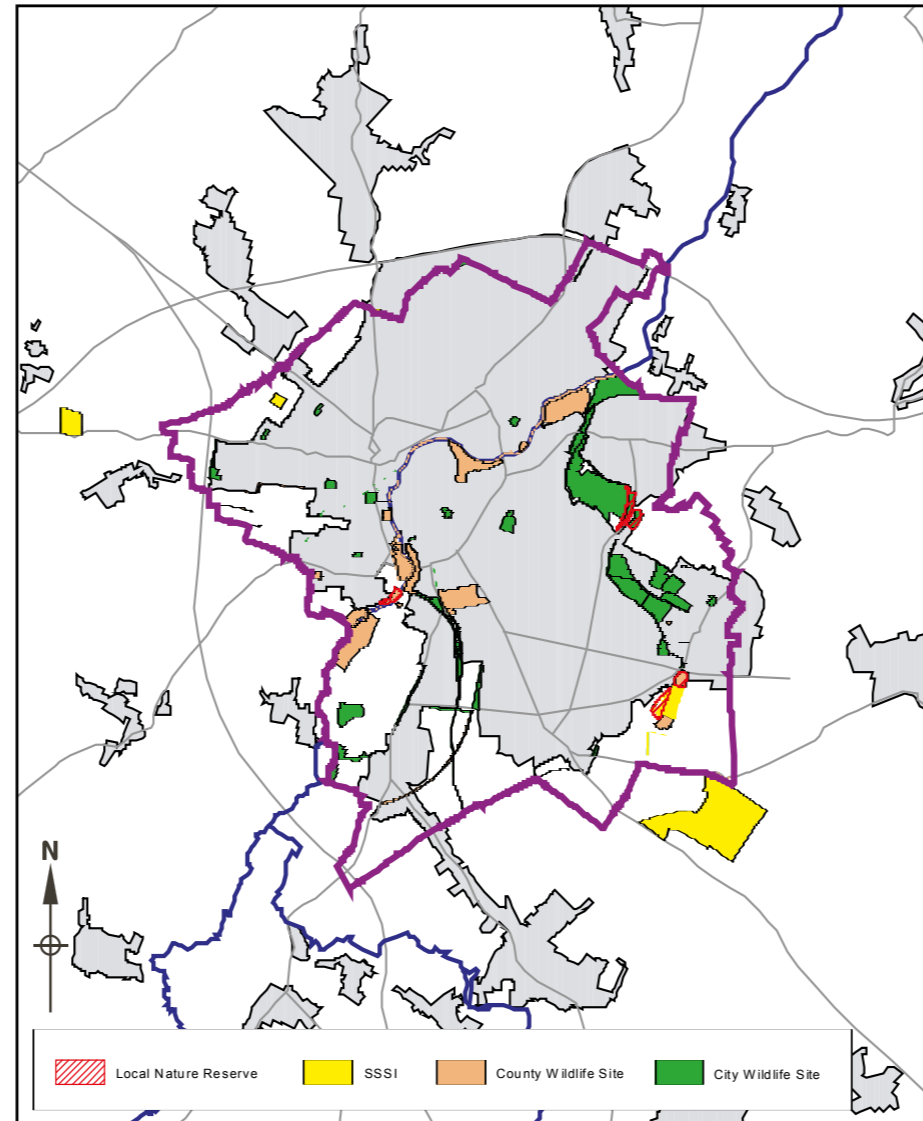


Figure 2.8 Natural Assets

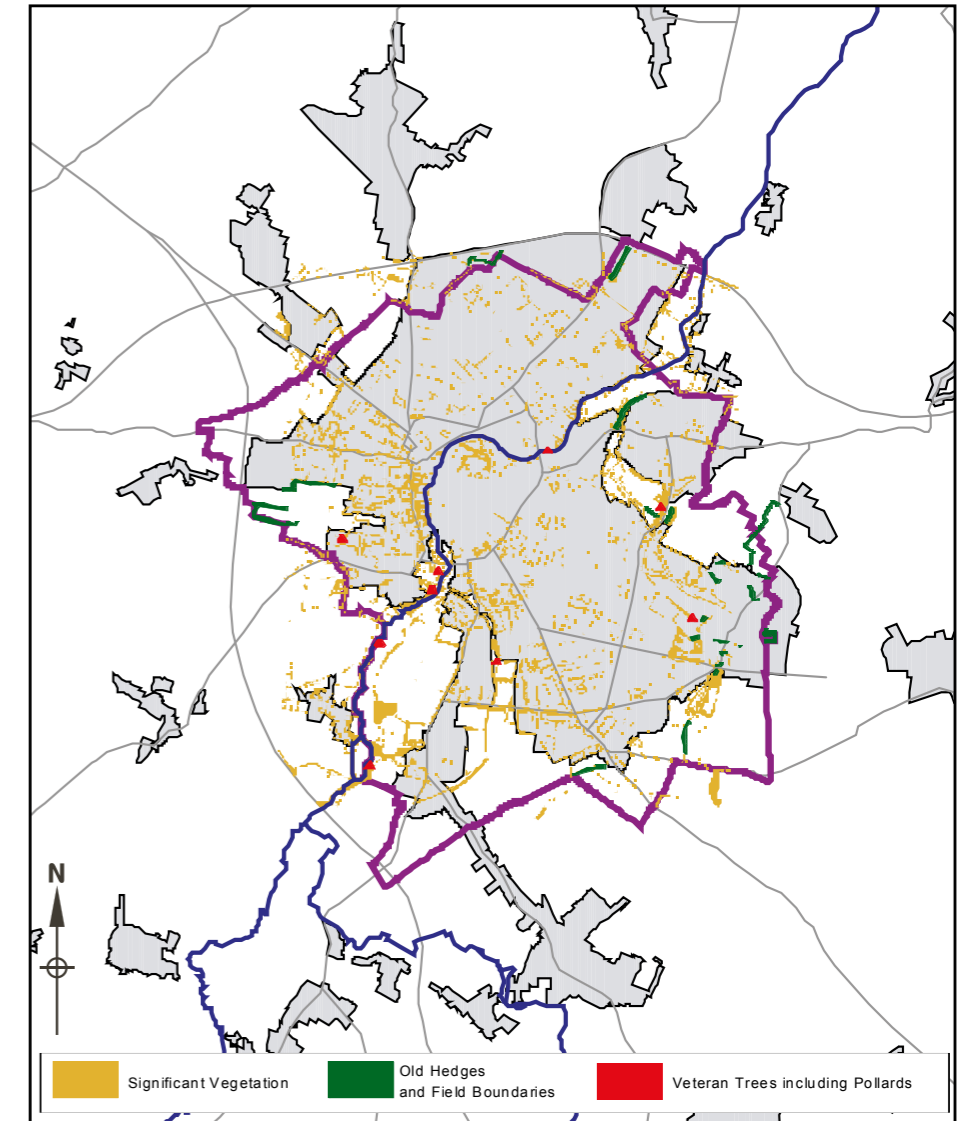


Figure 2.9 Significant Vegetation

CHARACTER TYPES AND AREAS

- 2.42 Character types and areas of relevance have been extracted from Cambridge’s Landscape Character Assessment (2003).
- 2.43 Character areas and types reviewed include:
 - Green Corridor – East Corridor Cobham’s Brook, Cherry Hinton Brook (forms part of the Cambridge Safeguarded Site, also referred to as Sector 17)
 - Rural Lowlands Mosaic – Eastern Transition Lands (forms part of the Green Belt, also referred to as Sector 16)
 - Industrial – Road Corridors
 - Cambridge Airport

CAMBRIDGE AIRPORT

- 2.44 The current landscape of Cambridge Airport is characterised in the Cambridge Inner Green Belt Boundary Study (2015):

“It is essentially a large, flat grassy field, with associated hangar buildings to the north west. The airport separates the city from the countryside beyond. It feels very open, with long views and a homogenous character, all traces of the historic landscape pattern having been removed. Visually, it functions as an open green space on the edge of the city, but it does not provide a public access link between the city and the open countryside.”
- 2.45 The study identifies that Cambridge Airport, in particular the large hangar buildings, are prominent and detract from views towards the city from the east and from Coldham’s Common.
- 2.46 The study identifies an opportunity for development, suggesting the possibility of connecting Coldham’s Common with a finger of retained Green Belt land across the airport site to create an additional green corridor into the City from the east.

Table 2.1 Green Corridor – East Corridor Cobham’s Brook, Cherry Hinton Brook

DEFINING CHARACTER	The Green Corridor – East Corridor, Coldham’s Brook and Cherry Hinton Brook is generally an area of Defining Character.
CHARACTERISTIC FEATURES	Large tracts of undeveloped areas close to dense development; City Wildlife Sites; and Walks.
PRESSURES	Development pressure on filled tips; and Privately owned semi derelict open space and therefore Pressures from trespass.
OPPORTUNITIES	To work together in partnership with landowners to produce management plans which ensure implementation of appropriate management regimes which maximise wildlife interest; Improve access while ensuring safety for the public; Take Biodiversity Action Plans into account in future development or management plans; and In association with new development, encourage the use of trees and shrubs which are appropriate to the Character Type in visual and cultural terms and which benefit wildlife. Encourage the use of trees and shrubs of native or local provenance where possible.

Table 2.2 Rural Lowlands Mosaic – Eastern Transition Lands

DEFINING CHARACTER	Rural Lowland Mosaic – Eastern Transition is not a Defining Character of Cambridge.
CHARACTERISTIC FEATURES	Flat, open monotonous space; Close cut grassland with few trees; and Long views
PRESSURES	Pressures from development – this area has been identified as a possible location for major new urban extension within a substantial green framework and incorporating high quality public transport and nonvehicular transport infrastructure.
OPPORTUNITIES	Use development opportunities to open up views of the City skyline; Use development opportunities to create visual character and cohesion of area, to improve and or create important new green corridors which enhance the setting, character and biodiversity of the City and which link in to existing open space framework; Use development opportunities to link Hobson’s Conduit through Nine Wells to the Gog MaGog Hills. Increase habitat diversity and wildlife interest; Create new commons and open spaces with links to adjacent common and open space areas; Take Biodiversity Action Plans into account in future development or management plans.

Table 2.3 Industrial – Road Corridors

DEFINING CHARACTER	Industrial – Road Corridor areas are not Defining Character.
CHARACTERISTIC FEATURES	Planned landscape of Science Park and Business Park; and Elsewhere poor areas in terms of visual and environmental quality
PRESSURES	Piecemeal development; Lack of maintenance; Transport and dominance of car related travel; and Pollution from traffic.
OPPORTUNITIES	Environmental improvements; Take Biodiversity Action Plans into account in future development or management plans; and In association with new development, encourage the use of trees and shrubs which are appropriate to the Character Type and which, on the boundaries, benefit wildlife.

AREAS OF SIGNIFICANT OF DEVELOPMENT ON GREEN BELT

2.47 The Cambridge Inner Green Belt Boundary Study (2012) reviewed character areas with potential of development on the green belt and assessed the impact of developing the areas.

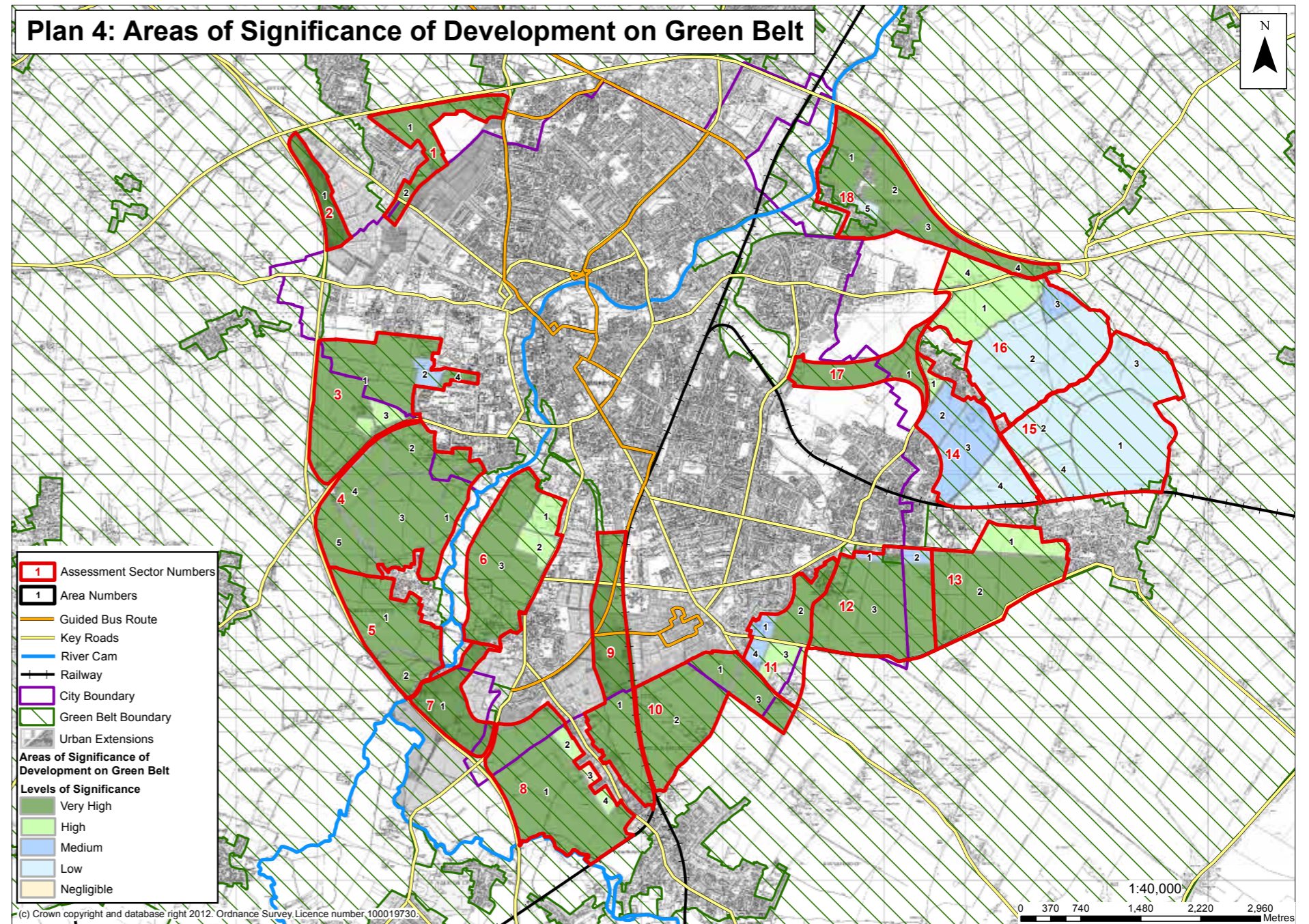


Figure 2.10 Areas of Significance of Development on Green Belt

Table 2.4 Areas of Significance of Development on Green Belt

SITE	CAMBRIDGE AIRPORT	ADDITIONAL GREEN BELT	ADDITIONAL GREEN BELT
Area	Area 1	Area 1	Area 2
Sector	Sector 17 (Green Corridor)	Sector 16 (Rural Lowlands Mosaic)	Sector 16 (Rural Lowlands Mosaic)
Character Area/ Type	Eastern Transition. Some features such as ancient hedgerows and veteran trees are Defining Character.	Eastern Transition. Some features such as ancient hedgerows and veteran trees are Defining Character.	Fen/ Eastern Transition. Some features such as ancient hedgerows and veteran trees are Defining Character.
Defining/ Supporting	No	Not surveyed in Cambridge Landscape Character Assessment.	Not surveyed in Cambridge Landscape Character Assessment.
Proximity to Historic Core	3.5 km	5 km	5 km
Height	10 m OD	Around 10 m OD	Around 10 m OD
Vegetation	Some hedges	Important hedgerows	Important hedgerows
Important Views	No	Enclosed area.	Open views to east
Edge Type	Soft green edges	Soft green edges	Soft green edges
Prevalent Local Built Form	Large airport buildings and 2-storey residential.	Isolated 2-storey residential and farm.	Isolated 2-storey residential and farm.
Proximity to Green Corridor	Working airport. Relocation of service required.	N/a	N/a
Importance to Setting	LOW	MEDIUM	LOW
Importance to Character	NEGLIGIBLE	LOW	LOW
Importance to Physical Separation, Distribution, Setting, Scale and Character of Green Belt Villages	LOW	LOW	LOW
Importance to Rural Character	LOW (High if developed)	HIGH	high
Importance to Green Belt	VERY HIGH	HIGH	LOW
Significance of Development on Green Belt	VERY HIGH	HIGH	LOW
Potential to Improve Edge	Only if surrounding land came forward for development.	Hedgerow enhancement	Hedgerow enhancement

APPENDIX 3: HERITAGE ASSETS

CAMBRIDGE AIRPORT

APPENDIX 3. HERITAGE ASSETS

3.1 Heritage assets within the study area have been identified on the Heritage Asset Plan at **Figure 3.1**. The search included all listed buildings, conservation areas and registered parks within the study area.

3.2 Given the early stages of the design process, the information here focuses on the heritage assets that are most likely to experience change to their setting as a result of the development of the Sites, which are as follows.

CONSERVATION AREAS

TEVERSHAM CONSERVATION AREA

3.3 The Teversham Conservation Area was designated on 8 January 1998.

3.4 Teversham is a small village with a handful of historic and listed buildings around the church and green. The nucleus has been surrounded by 20th Century development mostly to the south and east, since 1940.

3.5 Church of All Saints is the key landmark and focal point in the village of Teversham. This is the only building of any substantial height in the village and is reasonably prominent as a result. The flat topography surrounding the village means that the tower is visible from the open countryside to the west, south and north of the village.

FEN DITTON CONSERVATION AREA

3.6 The Fen Ditton Conservation Area was designated on 2 March 1973 and extended on 24 September 1991 to include the river frontage north of Field Lane to Wildfowl Cottage at Baits Bite Lock.

3.7 Fen Ditton is an essentially linear village which has resulted in a very narrow form with an almost complete absence of backland development, the only exceptions being a few modern houses.

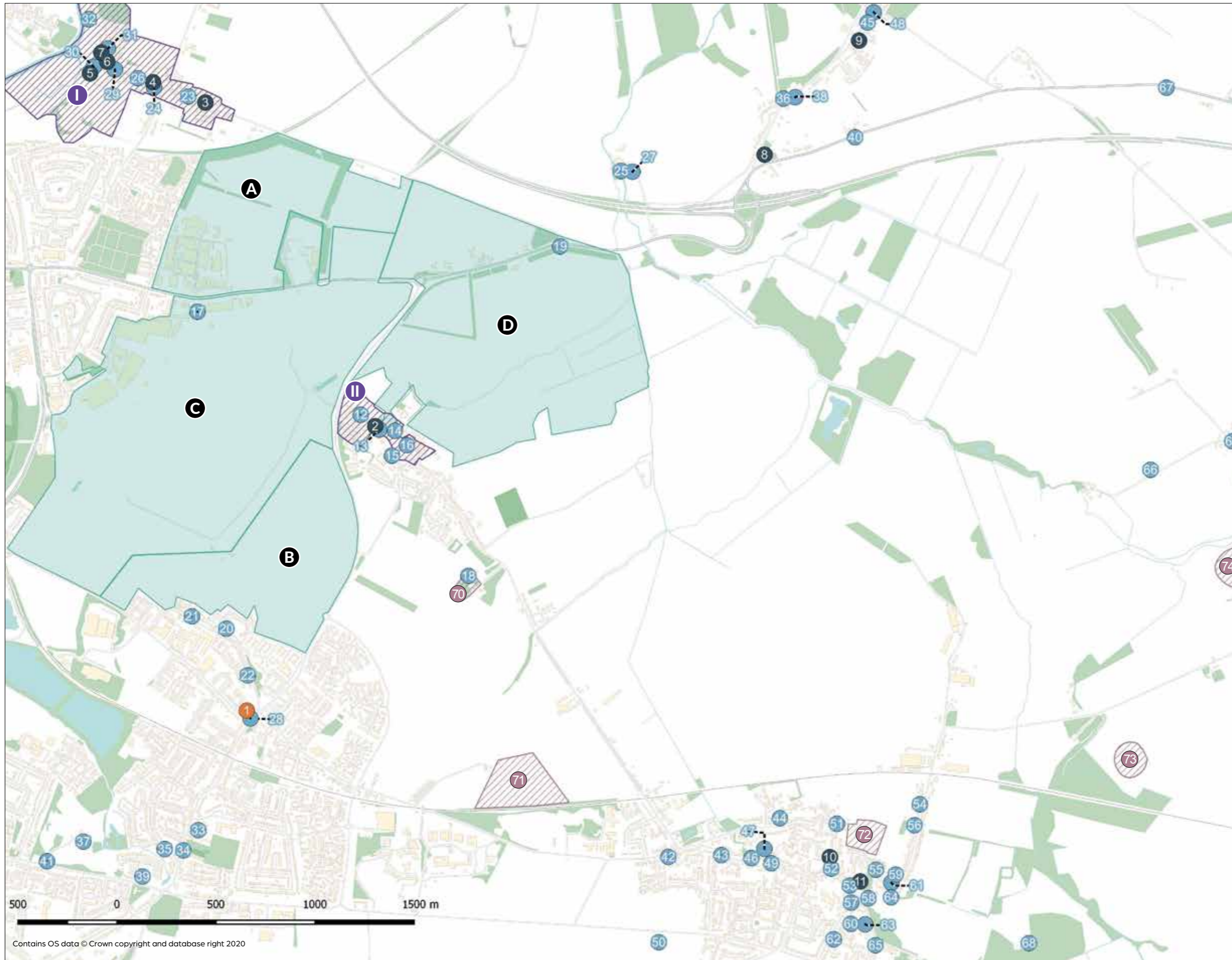
3.8 The grouping of the church, Old Rectory and the grass island containing the war memorial, together with the enclosing trees and buildings and surrounding spaces, forms the focal point of the village.

LISTED BUILDINGS

3.9 The listed buildings that are of most relevance to this Study area identified in **Table 3.1**.

Table 3.1 Listed Buildings

AREA	LISTED BUILDINGS
Cambridge City Airport	Marshalls Cambridge Airport Control and Office Building Grade II
Fen Ditton (Conservation Area)	Home Farmhouse Grade II* Musgrave Farmhouse Grade II* Ditton Hall Grade II* Parish Church of St Mary Virgin Grade II*
Teversham (Conservation Area)	Teversham Hall Grade II Church of All Saints Grade II* The Rectory Grade II 6 Church Road Grade II Manor Farmhouse Grade II
Cherry Hinton	Church of St Andrew Grade I Mafeking Cottage Grade II 67 Church End Grade II
Stom cum Quy	Quy Water Mill Grade II Parish Church of St Mary Grade II*



HERITAGE ASSET PLAN

- Development Sites**
- A. Land North of Newmarket Road (Outside Ownership)
 - B. Land North of Cherry Hinton (Outside Ownership)
 - C. Cambridge City Airport – Safeguarded Site
 - D. Potential Additional Site – Green Belt

- Conservation Areas**
- I. Fen Ditton CA
 - II. Teversham CA

- Listed Buildings**
- Grade I**
- 1. Church of St Andrew
- Grade II***
- 2. Church of All Saints
 - 3. Home Farmhouse
 - 4. Musgrave Farmhouse
 - 5. Ditton Hall and Barn to North West of Ditton Hall
 - 6. Parish Church of St Mary Virgin
 - 7. The Old Rectory
 - 8. Parish Church of St Mary
 - 9. The Vicarage
 - 10. Highfield House
 - 11. Church of St Vigor

- Grade II**
- 12. The Rectory
 - 13. War Memorial In Churchyard of Church of All Saints
 - 14. 6, Church Road
 - 15. 1, Thurlborns Close
 - 16. Teversham Hall
 - 17. Marshalls Cambridge Airport Control and Office Building
 - 18. Manor Farmhouse
 - 19. Milestone South West Quy Mill
 - 20. Mafeking Cottage
 - 21. 67, Church End
 - 22. Uphall
 - 23. 6, 14-17, High Ditch, Mulberry House, Manor Farmhouse, and Dovecote and Granary to Home Farm
 - 24. The Ancient Shepherd
 - 25. Quy Water Mill
 - 26. The Rectory and Wall to East of Number 16, 19 and 21, High Street, K6 Kiosk and Wall to West of Numbers 16, 20, & 22
 - 27. Garden Wall to Quy Mill House
 - 28. Churchyard Wall of The Church of St Andrew
 - 29. Fen Ditton War Memorial, King's Head Public House, Numbers 4, 6 and 8 and Four Original Wrought Iron Garden Gates and 16, Church Street
 - 30. Garden and Boundary Wall to Ditton Hall
 - 31. 20 & 22, Church Street
 - 32. Riverside Cottage
 - 33. 84, High Street
 - 34. 50, High Street
 - 35. The Red Lion Public House and The Old Smithy
 - 36. Lodge, Boundary Walls and Gateway to Number 128
 - 37. Cherry Hinton Hall
 - 38. 65, Stow Road
 - 39. Springfield
 - 40. Milestone to East North East of St Marys Parish Church
 - 41. The Lodge, Gatepiers and Gates at Cherry Hinton Hall
 - 42. 29, Hinton Road
 - 43. 63 & 65, Pierce Lane
 - 44. 28, Cow Lane and Rose Cottage
 - 45. 19, Main Street
 - 46. Croft House
 - 47. 48, Pierce Lane
 - 48. The Swan Public House
 - 49. 23, Pierce Lane and Inglenook
 - 50. Windmill
 - 51. 38 & 40, Apthorpe Street and St Martins Cottage
 - 52. 5, Apthorpe Street and Barretts Yard – Yew Lodge
 - 53. Six Bells Public House, 6 and 8, High Street, Number 1 and Outbuilding at Rear, and 1, Manor Walk
 - 54. 77, Station Road
 - 55. 15, 21, & 23-37 Church Lane
 - 56. The Orchards
 - 57. Hall Farmhouse
 - 58. Statue of William of Orange, Fulbourne Manor House Including The Ha Ha In The Garden, Coach House and Stables at Fulbourne Manor House, and Gate Piers and Finials to Entry to Fulbourne Manor House
 - 59. Normans Corner
 - 60. Malsters Cottage, The Maltings Buildings Immediately South of Malsters Cottage, and Flendyshe House
 - 61. 4, Church Lane
 - 62. Alma Cottage, and 2 & 4, School Lane
 - 63. Ludlows, 5, Ludlow Lane, and Fulbourn War Memorial
 - 64. Fulbourne Old Manor House
 - 65. The Old House
 - 66. The Windmill
 - 67. Milestone East of The Bury
 - 68. Mill Garden Cottage
 - 69. The Manor House

- Scheduled Monuments**
- 70. Moated site at Manor Farm
 - 71. Settlement site by Caudle Corner Farm
 - 72. Iron Age ritual enclosure containing a Bronze Age barrow, and Roman cemetery
 - 73. Henge 220m ESE of Herring's House
 - 74. Causewayed enclosure 900m west of Great Wilbraham parish church

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LOCATION:
Cambridge East

DATE:
December 2020

SCALE:
1:20,000 @ A3

FIGURE 3.1 Heritage Asset Plan

▲ NORTH

MONTAGU EVANS
CHARTERED SURVEYORS
5 BOLTON STREET,
LONDON W1J 8BA
T: 020 7493 4002
WWW.MONTAGU-EVANS.CO.UK

APPENDIX 4: VIEWS



CAMBRIDGE AIRPORT

APPENDIX 4. VIEWS

- 4.1 The Heights Study has been informed by a number of viewpoints. The location of the viewpoints is provided at **Figure 4.1**.
- 4.2 The viewpoints were identified through a review of various landscape studies and policy documents outlining viewpoints the Council has identified as significant, including:
- Appendix F (Tall Buildings and the Skyline) of the Cambridge City Local Plan, 2008;
 - Cambridge Inner Green Belt Boundary Study (November 2015);
 - Cambridge Inner Green Belt Study 2012; and
 - Cambridge Green Belt Study 2002.
- 4.3 Further viewpoints were identified on site.
- 4.4 The viewpoint locations, including the verified views, have been agreed with the landscape officer at Greater Cambridgeshire Council, and some additional viewpoints were scoped into the study as a result of this consultation.
- 4.5 **Table 4.1** below provides an overview of the heritage, landscape and townscape considerations for each view, including any additional considerations such as the proximity to key transport nodes. A description of the existing scene for each identified view and the likely visual receptors are provided below.
- 4.6 There is analysis of the design considerations relevant to each viewpoint.
- 4.7 This analysis has been informed by verified visualisations of the most sensitive viewpoints, which were agreed with the Council, and are identified on the Viewpoint Location Plan at **Figure 4.1**.
- 4.8 Allies & Morrison Architects produced massing models for four different Development Scenarios. Miller Hare produced verified visualisations based on the maximum parameters of these massing models.
- 4.9 The purpose of the visualisations is a design tool rather than to give an accurate representation of the appearance of the development when constructed, so they are not published in this document, given the very early stage of the design process.

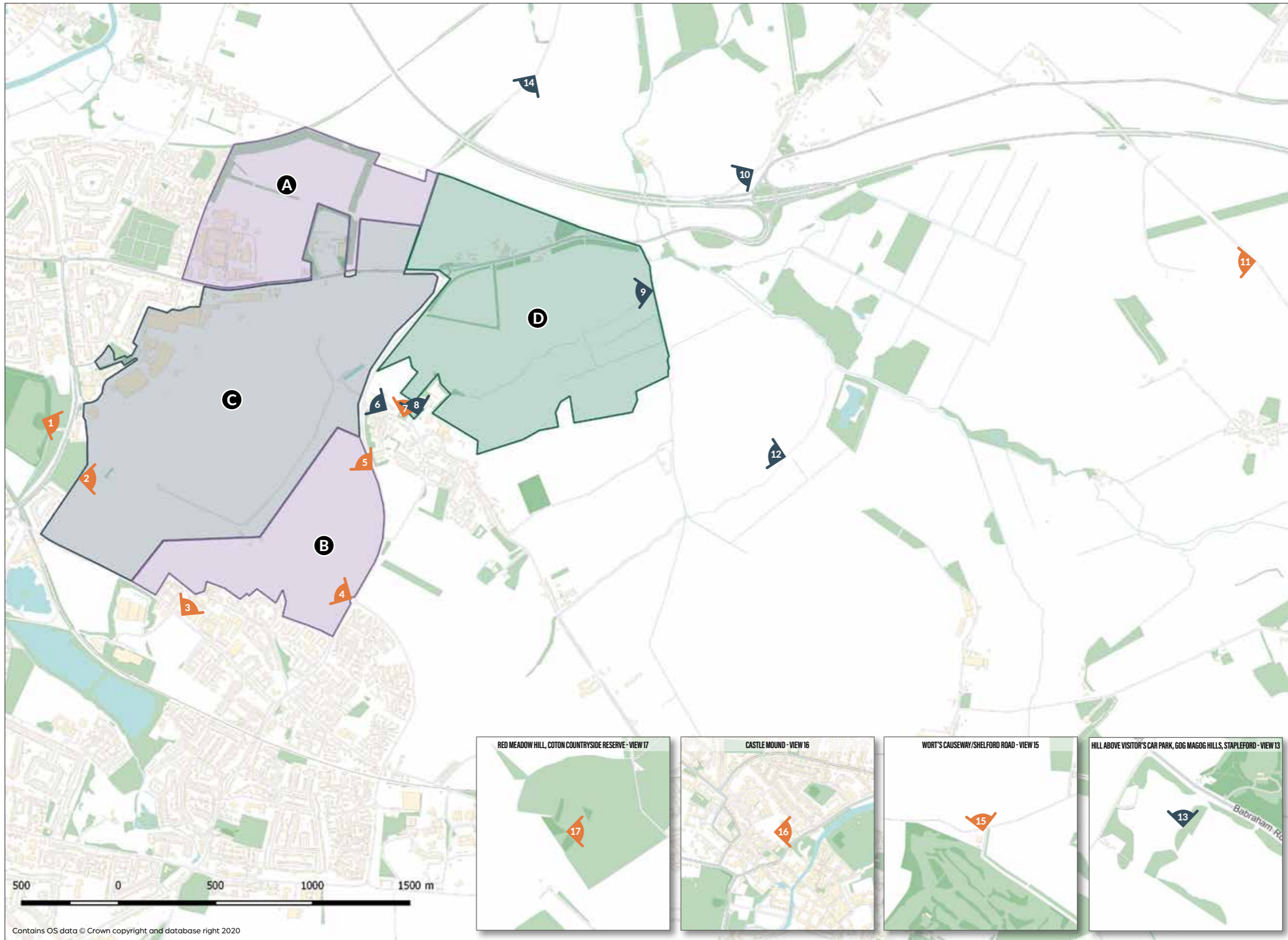
VIEW LOCATION PLAN

- A. Proposed Development: Land North Of Newmarket Road Cambridge
- B. Proposed Development: Land North of Cherry Hinton
- C. Cambridge City Airport: Safeguarded Site
- D. Additional Green Belt

-  Existing only
-  Wireline Views

View Locations

-  1. Rifle Butt near Coldham's Brook, Barnwell Road
-  2. Barnwell East Nature Reserve, Barnwell Road
-  3. Junction at Rosemary Lane and Coldham's Lane, Church End
-  4. Round-about at Cherry Hinton Road
-  5. Gap in fence at Airport Way
-  6. Junction at Church Road and Lady Jermy Way, Teversham
-  7. All Saints Church, Teversham
-  8. Road to Alwyns Barn, Teversham
-  9. Field next to Newmarket Service Road off the A1303
-  10. Private Road to Quy Mill Hotel, near to St Mary's Church, Quy
-  11. PROW 218/10 near Little Wilbraham Road, Little Wilbraham
-  12. Caudle Ditch (PROW 95/15) to the west of Little Wilbraham
-  13. Hill above visitor's car park, Gog Magog Hills, Stapleford
-  14. Low Fen Drove Way
-  15. Worts Causeway/ Shelford Road
-  16. Castle Mound
-  17. Red Meadow Hill, Coton Countryside Reserve



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LOCATION:
Cambridge East

DATE:
December 2020

SCALE:
1:20,000 @ A3

FIGURE 4.1 Viewpoint Location Plan

 **NORTH**

Table 4.1 Viewpoint Selection

VIEW	LOCATION	TOWNSCAPE CHARACTER	HERITAGE ASSETS	VISUAL RECEPTORS	AVR TYPE	ADDITIONAL CONSIDERATIONS
1	Rifle Butt near Coldham's Brook, Barnwell Road	Open Space	N/a	Users of amenity space	No AVR1	Barnwell West Nature Reserve
2	Barnwell East Nature Reserve, Barnwell Road	Open Space	N/a	Users of amenity space	No AVR1	Barnwell East Nature Reserve
3	Junction at Rosemary Lane and Coldham's Lane, Church End	Residential Commercial	N/a	Pedestrians Road users Residents	No AVR1	
4	Round-about at Cherry Hinton Road	Open Space Residential	N/a	Pedestrians Road users	No AVR1	
5	Gap in fence at Airport Way	Open Space	N/a	Pedestrians Road users	No AVR1	Cambridge Inner Green Belt Boundary Study (2015)
6	Junction at Church Road and Lady Jermy Way, Teversham	Residential	Teversham Conservation Area Listed Building: The Rectory Grade II	Pedestrians Road users Residents	Wireline (AVR1)	
7	All Saints Church, Teversham	Place of Worship	Teversham Conservation Area Listed Building: Church of All Saints Grade II*	Users of amenity space	No AVR1	
8	Road to Alwyns Barn, Teversham	Residential Open Space	Teversham Conservation Area Listed Building: 6 Church Road Grade II	Pedestrians Road users Residents	Wireline (AVR1)	
9	Field next to Newmarket Service Road off the A1303	Open Space	N/a	Pedestrians Users of amenity space	Wireline (AVR1)	
10	Private Road to Quy Mill Hotel, near to St Mary's Church, Quy	Open Space Road infrastructure Residential	Listed Buildings: Quy Mill (now a hotel), grade II listed; Church of St Mary Grade II*	Pedestrians Road users Residents Hotel guests Users of amenity space	Wireline (AVR1)	Cambridge Inner Green Belt Boundary Study (2015)
11	PROW 218/10 near Little Wilbraham Road, Little Wilbraham	Open Space	N/a	Pedestrians	No AVR1	Cambridge Inner Green Belt Boundary Study (2015)
12	Caudle Ditch (PROW 95/15) to the west of Little Wilbraham	Open Space	N/a	Pedestrians Users of amenity space	Wireline (AVR1)	

VIEW	LOCATION	TOWNSCAPE CHARACTER	HERITAGE ASSETS	VISUAL RECEPTORS	AVR TYPE	ADDITIONAL CONSIDERATIONS
13	Hill above visitor's car park, Gog Magog Hills, Stapleford	Open Space	N/a	Pedestrians Users of amenity space	Wireline (AVR1)	Strategic view (Local Plan Appendix F) Cambridge Inner Green Belt Boundary Study (2015)
14	Low Fen Drove Way	Open Space	N/a	Pedestrians	Wireline (AVR1)	
15	Worts Causeway/ Shelford Road	Open Space	N/a	Pedestrians	No AVR1	Strategic view (Local Plan Appendix F) Cambridge Inner Green Belt Boundary Study (2015)
16	Castle Mound	Historic core Mixed uses, including educational, civic, retail and residential	Scheduled Monument Numerous listed buildings and designated heritage assets feature as landmarks	Users of amenity space	No AVR1	
17	Red Meadow Hill, Coton Countryside Reserve	Open space	Heritage assets in city centre visible on skyline e.g. St John's College Chapel, Jesus College Chapel	Users of amenity space	No AVR1	Cambridge Inner Green Belt Boundary Study (2015)

VIEW 1: RIFLE BUTT NEAR COLDHAM'S BROOK, BARNWELL ROAD

EXISTING

- 4.10 The Viewpoint is located on a rifle butt in Barnwell West local nature reserve near Coldham's Brook in Coldham Common, approximately 650m east from Cambridge City Airport runway.
- 4.11 Coldham Common is dominated by open grassland popular with dog walkers using the area's amenity.
- 4.12 The area is relatively flat land other than the man-made rifle butt which has views to the east containing the top of the aircraft hangars.

DESIGN CONSIDERATIONS

- 4.13 Views from the Rifle Butt and nature reserve are of no particular landscape quality. Visual amenity is ordinary to poor. Hence, that side of the Site is less sensitive to height, and there are structures of some height already in view so this part of the Site has more capacity to accommodate scale.



VIEW 2: BARNWELL EAST NATURE RESERVE, BARNWELL ROAD

EXISTING

- 4.14 The Viewpoint is located in Barnwell East Nature Reserve, Barnwell Road, adjacent to Cambridge City Airport on the east.
- 4.15 Barnwell East Nature Reserve is a relatively quiet area of open space, with the main visual receptor of using the nature reserve as an amenity space, although it does not appear to be heavily used as present.
- 4.16 The open space is largely filled with overgrown vegetation and informal footpaths.
- 4.17 Due to its proximity to the airport, the majority of the airfield is visible, including some large scale buildings to the north (on the left).

DESIGN CONSIDERATIONS

- 4.18 The view is not especially sensitive in landscape terms given it already focuses on the airport. This part of the Site has more capacity to accommodate scale.



VIEW 3: JUNCTION AT ROSEMARY LANE AND COLDHAM'S LANE, CHURCH END**EXISTING**

- 4.19 The Viewpoint is located at the junction between Rosemary Lane and Coldham's Lane, south of Cambridge City Airport.
- 4.20 The area is a mixture of residential and commercial uses. Development in this area is fairly modern circa 20th Century and 21st Century and of ordinary townscape quality.
- 4.21 At the end of the Rosemary Lane there is an opening in the hedge allowing residents, pedestrians and road users to see the airport.

DESIGN CONSIDERATIONS

- 4.22 It is possible that some of the taller development on the Safeguarded Site may be visible in this view although the Land North of Cherry Hinton is in the foreground.
- 4.23 If this Land remains undeveloped there would be a significant green buffer, which could be augmented with a new green corridor.
- 4.24 When the proposed development at Land North of Cherry Hinton (ref: 18/0481/OUT) is implemented this would form interposing development so would screen the majority (if not all) the airport development from view. This means that the south-west of the Safeguarded Site is less sensitive to scale.
- 4.25 The masterplan for the Safeguarded Site will need to respond to the consented development at Land North of Cherry Hinton in the later stages of design development.



VIEW 4: ROUND-ABOUT AT CHERRY HINTON ROAD

EXISTING

- 4.26 The Viewpoint is located at the round-about at Cherry Hinton Road. Cherry Hinton Road and Airport Way encompasses the airport on the east for approximately 1.8 km.
- 4.27 To the north - west of the roundabout is Cambridge City Airport. The area at this location is flat with limited fencing or hedges, so pedestrians and road users have a good view of the airport, including its hangars and other large structures.
- 4.28 South of the roundabout is residential development that has hedges and trees to screen the airport.
- 4.29 An application was submitted to the Council in 2018 proposing residential development on the land north of Cherry Hinton (ref: 18/0481/OUT). The grant of consent is imminent so the view will significantly change.

DESIGN CONSIDERATIONS

- 4.30 The Safeguarded Site is separated from the viewpoint by two fields although there is limited existing vegetation along the boundaries. The development of the airport is therefore likely to be noticeable from this viewpoint.
- 4.31 The grant of planning permission for development north of Cherry Hinton is imminent, so this will form interposing development which would mostly screened the airport development from view, although taller elements may be visible in the distance. This means that the south-west of the Safeguarded Site is less sensitive to scale.
- 4.32 The masterplan for the Safeguarded Site will need to respond to the consented development at Land North of Cherry Hinton in the later stages of design development.



VIEW 5: GAP IN FENCE AT AIRPORT WAY

EXISTING

- 4.33 The Viewpoint is located at a gap in the fence at Airport Way. Cherry Hinton Road and Airport Way encompasses the airport on the east for approximately 1.8 km.
- 4.34 To the east of the viewpoint the airport can be seen. Along Airport Way there is fencing and hedges to screen the airport, but the airport is still visible to pedestrians and road users.
- 4.35 An application was submitted to the Council in 2018 proposing residential development on the land north of Cherry Hinton (ref: 18/0481/OUT) and planning permission is imminent, so the viewpoint will significantly change.

DESIGN CONSIDERATIONS

- 4.36 The design considerations are similar as those for viewpoint 4.
- 4.37 The Safeguarded Site is separated from the viewpoint by a large field with a mature hedge along its northern boundary, which would partially screen development from view. The development of the airport is nevertheless likely to be noticeable from this viewpoint. The presence of the existing airport hangars means that development in the same location is less sensitive to scale.
- 4.38 Planning permission for development of the land north of Cherry Hinton is imminent and this will form interposing development which would mostly screened the airport development from view, although taller elements may be visible in the distance. This means that the south-west of the Safeguarded Site is less sensitive to scale.



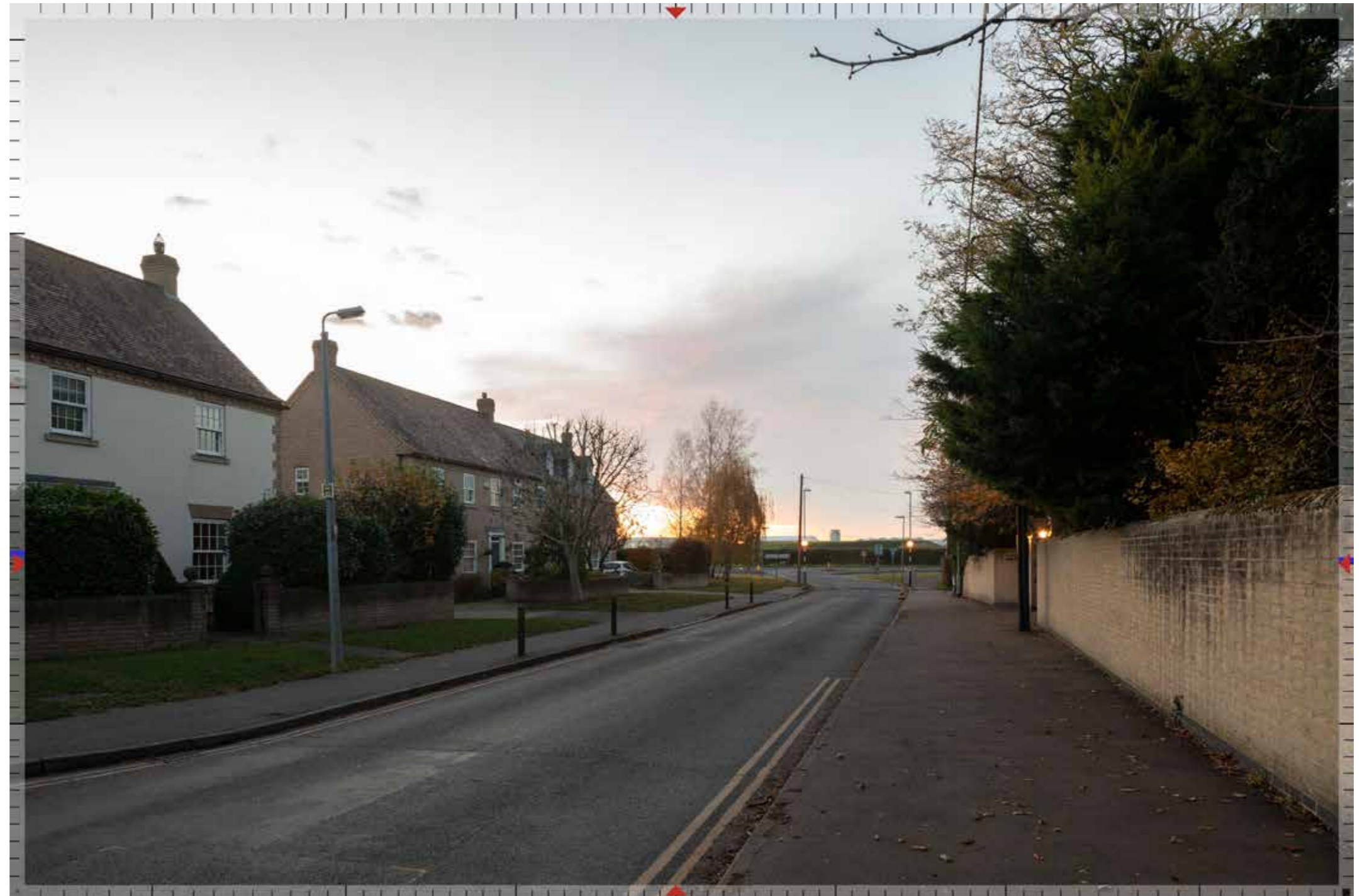
VIEW 6: JUNCTION AT CHURCH ROAD AND LADY JERMY WAY, TEVERSHAM

EXISTING

- 4.39 The viewpoint is located at the junction of Church Road and Lady Jermy Way in Teversham, within Teversham Conservation Area. Teversham is an historic village, so the area has a low density residential character. To the east of the viewpoint is a Grade II listed building, The Rectory.
- 4.40 In the view the junction at Church Road leading to Airport Way can be seen. Airport Way is a busy with road users. Airport Way forms the north-east boundary of the airport and the A3103 (Newmarket Road) and Cherry Hinton.
- 4.41 The view shows that there is screening of the airport buildings and hangars using grassed bunds. The top of these airport buildings can still be seen by residents, road users and pedestrians.

DESIGN CONSIDERATIONS

- 4.42 The AAP (adopted 2008) identifies a green corridor which extends across the Safeguarded Site and widens at Teversham to protect its setting. The creation of a green corridor to the south of the Safeguarded Site would help maintain the separation of Teversham from the urban extension.
- 4.43 There may also be potential to plant trees in this green corridor to provide landscape screening.
- 4.44 There is potential for design mitigation to break up the urban blocks, position roads and open spaces and to vary the scale to reduce the visual effects in this view.



VIEW 7: ALL SAINTS CHURCHYARD, TEVERSHAM**EXISTING**

- 4.45 The viewpoint is located in All Saints Church, a Grade II* listed building in Teversham CA that continues to operate as a place of worship. This is one of the most attractive views in the setting of the Sites.
- 4.46 In the view there is largely open green space and flat terrain in the green belt with some vegetation. In the distance, road users can be seen on Airport Way.

DESIGN CONSIDERATIONS

- 4.47 The existing mature hedgerows and trees forming the boundaries to both fields would screen and filter development of the Safeguarded Site to some extent, although the development is likely to be noticeable. Given the sensitive nature of the view, this indicates that the north-east of the Safeguarded Site and the south of the Green Belt Site are more sensitive to scale.
- 4.48 On the Safeguarded Site the treatment of development on the northern side of Airport Way at its eastern end will need to be given careful consideration in this view. A reduction in scale or use of tree planting could be used along this sensitive edge to mitigate the effects, subject to the other masterplan design considerations.
- 4.49 If the Green Belt Site is incorporated into the urban extension, its southern edge is similarly sensitive in this view. The incorporation of a wide green corridor to the south of the Green Belt Site would help reduce the effect on this view and the heritage assets. A reduction in scale or use of tree planting could also be used along this sensitive edge, subject to the other masterplan design considerations.



VIEW 8: ROAD TO ALWYNS BARN, TEVERSHAM

EXISTING

- 4.50 The viewpoint is located adjacent to 6 Church Road, a Grade II listed building on an informal road to Alwyns Barn in Teversham, which appears to be an historic farmstead. The informal road has only two buildings 6 Church Road and Alwyns Barn. The viewpoint is within Teversham Conservation Area.
- 4.51 It is an open view across a large arable field, with a mature hedgerow dotted with mature trees visible in the distance, and slightly rising ground beyond. The view shows open field within the green belt, like view 7, in the vehicles can be seen and heard on Airport Way and Newmarket Road (A1303).
- 4.52 In the view the churchyard to All Saints Church is seen in addition to the brick wall boundary around Alwyns Barn.
- 4.53 The visual receptors are likely to include local residents, the congregation of the church, or people who use the churchyard as an amenity space.

DESIGN CONSIDERATIONS

- 4.54 Given the proximity, it is not surprising that there are similar design considerations as in view 7.
- 4.55 The existing mature hedgerows and trees forming the boundaries to both fields would screen and filter development of the Safeguarded Site to some extent, although the development is likely to be noticeable. Given the sensitive nature of the view, the north-east of the Safeguarded Site is more sensitive to scale, as is the south of the Green Belt Site.
- 4.56 On the Safeguarded Site the treatment of development on the northern side of Airport Way at its eastern end will need to be given careful consideration in this view. A reduction in scale or use of tree planting could be used along this sensitive edge to mitigate the effects, subject to the other masterplan design considerations.



4.57 If the Green Belt Site is incorporated into the urban extension, its southern edge is similarly sensitive in this view. The incorporation of a wide green corridor to the south of the Green Belt Site would help reduce the effect on this view and the heritage assets. A

reduction in scale or use of tree planting could also be used along this sensitive edge, subject to the other masterplan design considerations.

VIEW 9: FIELD NEXT TO NEWMARKET SERVICE ROAD OFF THE A1303**EXISTING**

- 4.58 The viewpoint is located in a field next to Newmarket Service Road (A1303). Off the service road there is an entrance to a field and a public footpath. There is also an informal road leading to a cottage, which is separated from the field by a stream/ drainage ditch.
- 4.59 Visual receptors include pedestrians using the public footpath, although it did not appear to be a popular route during our site visits.
- 4.60 The composition of the site is agricultural land with surrounding hedgerows, the skyline is open and visible. The traffic noise from the Newmarket Road is noticeable in this location.
- 4.61 The viewpoint was taken 1.5km east of the airport runway. The ground is slightly raised and so only the top of the hangars and cranes at the airport can be seen from some parts of the footpath but not from this precise viewing location. From the viewing location parts of Teversham can be seen.

DESIGN CONSIDERATIONS

- 4.62 This viewpoint is inherently less sensitive than those in Teversham, given the influence of the A1303 and the fact that there are no heritage assets nearby.
- 4.63 The development of the Safeguarded Site is unlikely to have a noticeable effect on this view in the massing options produced by Allies & Morrison.
- 4.64 The development of the Green Belt Site would inevitably result in a significant change in landscape character, although careful treatment of the eastern edge, with consideration of scale and tree planting, would help reduce the visual and landscape effect.
- 4.65 This mitigation would need to be balanced with other masterplan considerations out with the scope of this Study, such as creating a sense of arrival in roads from the east.



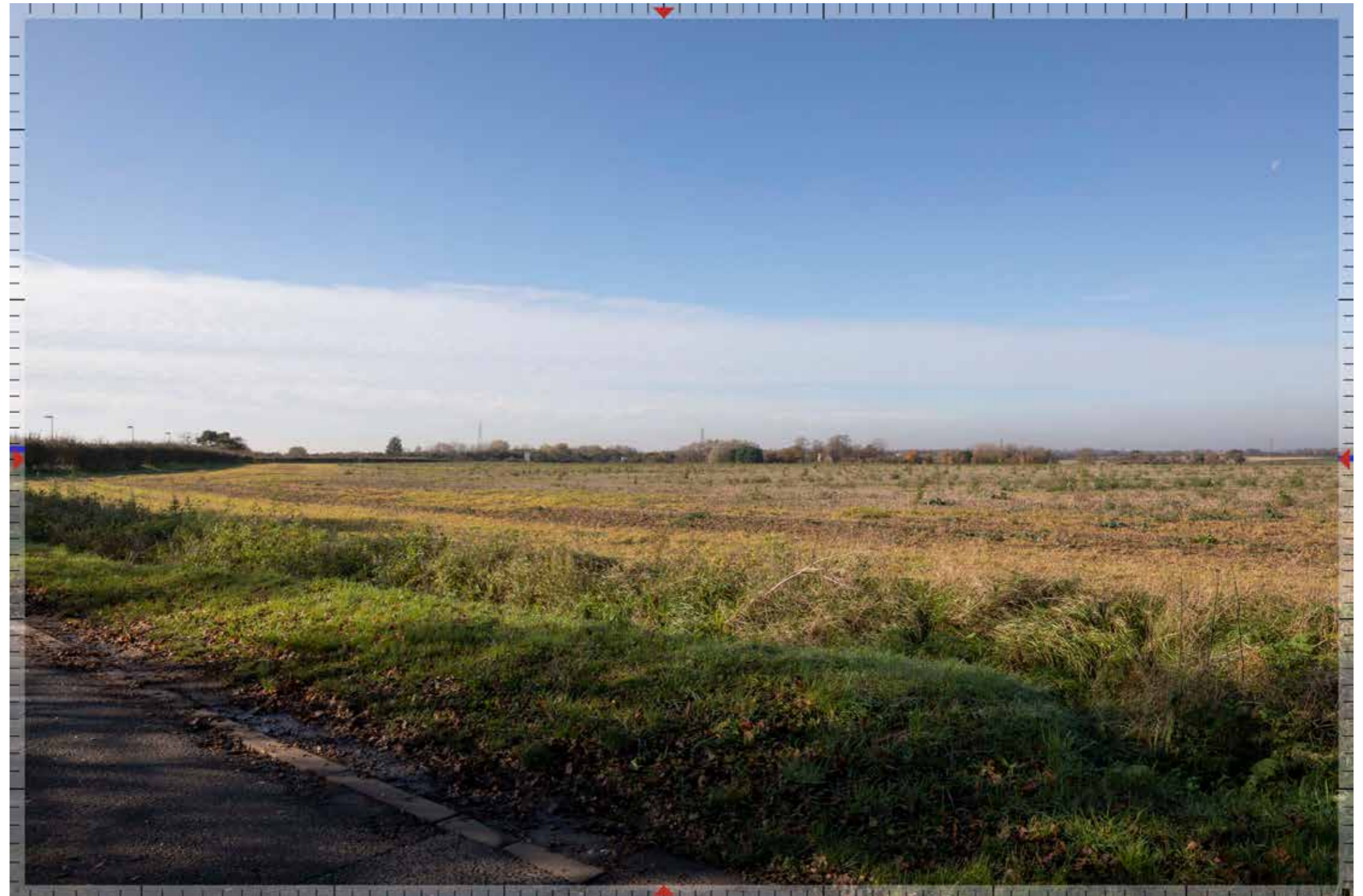
VIEW 10: PRIVATE ROAD TO QUY MILL HOTEL NEAR TO ST MARY'S CHURCH, QUY

EXISTING

- 4.66 The viewpoint is located on a private road leading to Best Western Quy Mill Hotel. The former Mill, now converted to a hotel, is grade II listed. The viewpoint is near to St Mary's Church a Grade II* listed building in Quy. North of the church there are numerous residential buildings, south of the church there is the A1303 and A14.
- 4.67 From the view looking south-west has an open character, with a large field forming the fore and middle and background, enclosed by mature hedges. The listed former mill is visible on the west side of the field in a copse of trees. Beyond the hedges are the A1303 and A14, evident by the street lights, signage, moving HGVs and traffic noise. There is mature landscaping screening that has reduced the visual effect of the A roads. Electricity pylons are visible in the distance. The airport hangars and watch tower are visible in the background of the view.
- 4.68 Visual receptors are likely to include drivers of vehicles and hotel guests.

DESIGN CONSIDERATIONS

- 4.69 There are likely to be glimpsed views of development of north of Newmarket Road (A1303) beyond the mature hedgerow/ woodland/ road landscape screening, and in conjunction with the listed former mill. Detailed design of blocks, roads, and buildings, including varied roof forms, including pitched roofs should consider the effect on the former Mill and may entirely remove the effect.
- 4.70 There may also be some glimpsed views from the A1303 or Stow Road in the vicinity of the grade II* listed Church although the location from the private road (view 10) to the north has been selected because it would illustrate the maximal effect. Given the extent of separating distance, which means Quy remains distinctly separate from Cambridge, the relationship with the listed Church is not an important design consideration.



VIEW 11: JUNCTION OF LITTLE WILBRAHAM ROAD AND PROW 218/10**EXISTING**

- 4.71 This viewpoint is located on Little Wilbraham Road where PROW 218/10 crosses it, looking south-west. Little Wilbraham Road adjoins the A1303 that leads to Six Mile Bottom.
- 4.72 The road is located on high ground and there are no hedges so the view is wide and open. A large arable field with few boundaries forms the fore and middle ground of the view. There is vegetation in the background of the view along the distant field boundary.
- 4.73 The airport is visible in the north (right) of the view, where hangars and other large airport buildings and structures are visible.
- 4.74 Two historic windmills are visible to the south (left), at least one of which is grade II listed (no. 66 on the heritage asset plan). Two churches, one with a tower, and another with a spire, are other visible landmarks.
- 4.75 The visual receptors would primarily be road users and some pedestrians on the PROW, using it for amenity reasons.

**DESIGN CONSIDERATIONS**

- 4.76 It is likely that the development of the Safeguarded Site would be visible from this high ground given that airport structures are already visible. The pale colour of the airport buildings and their large size means that they are relatively prominent given the considerable separating distance. There is an opportunity for buildings of a smaller footprint and in more natural tones to be less visible in the landscape.
- 4.77 Generally the views from various footpaths at the Wilbrahams, cover some distance and undulating landscape layered through hedgerows and trees, means visibility varies as does sensitivity. In these

views one already sees the buildings of the airport in part, breaking the treeline, so denser taller development in the same location as the Airport buildings would be least sensitive. In these views one is aware already of the presence of the settlement in other ways too, and as one scans north and east one becomes aware of the landscape opening up and of the city of Cambridge becoming less of a presence.

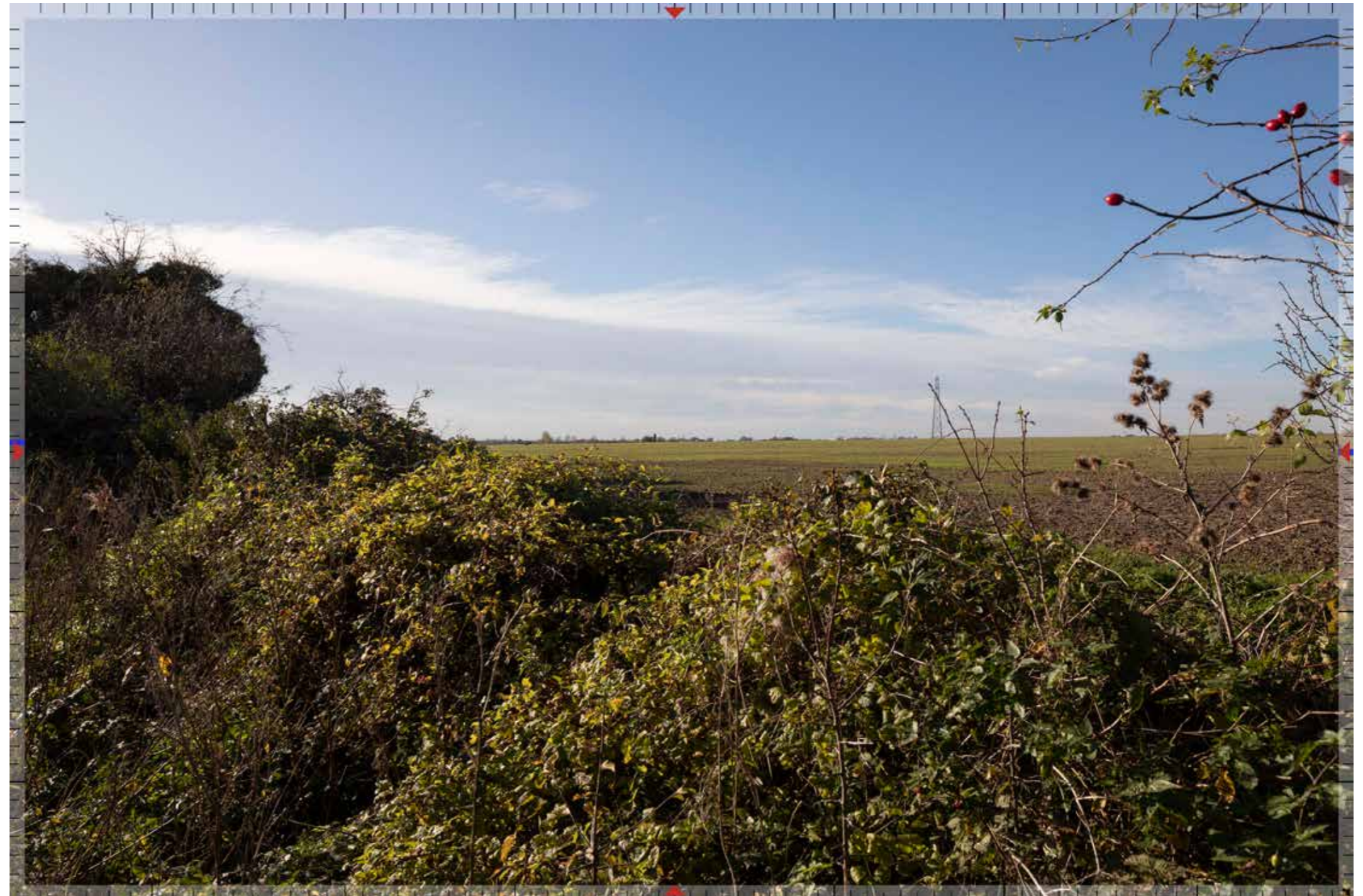
VIEW 12: CAUDLE DITCH (PROW 95/15)

EXISTING

- 4.78 The viewpoint is located on PROW 95/15 directly east of Caudle Ditch, and to the west of Little Wilbraham. Views towards the Site are most screened by the mature hedgerow adjacent to the Caudle Ditch. This viewpoint has been selected at a slight gap in the hedgerow.
- 4.79 The main visual reports are pedestrians using the footpath. During the site visit there was little evidence of people using the public footpath.
- 4.80 The view encompasses open field used for agriculture that is encompassed by hedgerows and trees. To the left of the view structures associated with a sewage treatment works are visible. In the centre of the view, the top of the airport hangars and cranes are visible but mostly screened by the landform.
- 4.81 The Church of All Saints at Teversham was not visible during our site visit, with careful attention.

DESIGN CONSIDERATIONS

- 4.82 The landform would partially screen development on both Sites from view. The presence of hangars, albeit partly occluded, in the view would also mean that an increase in scale would be less sensitive, particularly given the considerable separating distance.
- 4.83 The incorporation of a large green corridor to the south of the Green Belt Site, potentially planted with trees would help mitigate the visual and landscape effects. Consideration of the design of the edges on the north side of Airport Way and south-east of the Green Belt Site could help the visual effects, such as they are.



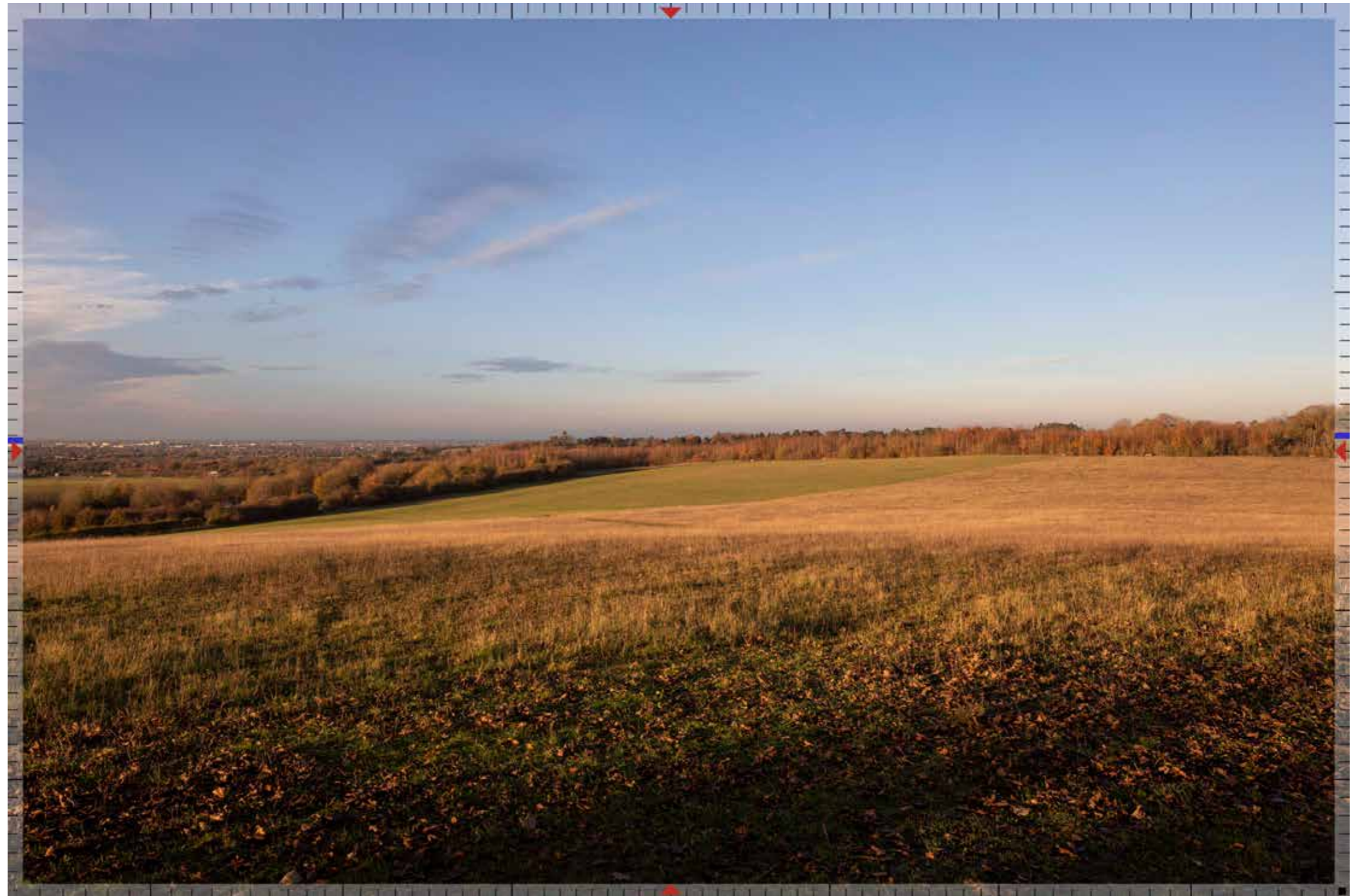
VIEW 13: HILL ABOVE VISITOR'S CAR PARK, GOG MAGOG HILLS, STAPLEFORD

EXISTING

4.84 This viewpoint from the edge of Gog Magog Hills is an elevated position deriving from the underlying chalk geology. The view encompasses a wide panorama of Cambridge in its landscape setting. The tall hospital buildings at Addenbrooke's Hospital are prominent in the left of the view.

DESIGN CONSIDERATIONS

4.85 The development would be entirely screened from this viewpoint. It would be helpful to investigate whether there are alternative viewpoints from Magog Downs were development at the airport would be visible, for the next stage of assessment.



VIEW 14: LOW FEN DROVE WAY**EXISTING**

- 4.86 This viewpoint is located from Low Fen Drove Way, a byway to the north of the A14, near the dismantled railway that leads to Anglesey Abbey. The name of the road indicates it may be an historic drove way (for droving of farm animals to market).
- 4.87 It is an open view across fields. The A14 affects the experience of the view, with moving vehicles visible in the distance beyond the hedgerow on the south side of the field, and associated traffic noise. Cranes at the airport are visible beyond. No heritage assets are visible in the view.
- 4.88 Visual receptors are likely to include vehicle users and pedestrians, although there was no traffic or pedestrians evident during our site visit.

DESIGN CONSIDERATIONS

- 4.89 There are likely to be views of development north of Newmarket Road (A1303) beyond the mature hedgerow/ and landscape screening associated with the A14. The development appears more prominent because of the elevated land in the north-eastern part of the Site. The land in the north of the Green Belt Site is therefore more sensitive to scale.



VIEW 15: WORT'S CAUSEWAY/SHELFORD ROAD**EXISTING**

- 4.90 The viewpoint is located at the junction of Wort's Causeway and Shelford Road on the Gog Magog Hills, the higher chalklands to the south of the city.
- 4.91 The view is a wide panorama of Cambridge in its landscape setting, looking north-west. A large field forms the fore and middle ground of the view, enclosed by hedgerows forming the eastern and southern boundaries. The topography falls to the north, so one understand that the city is located in the valley bottom.
- 4.92 A number of landmarks are visible, including Addenbrooke's Hospital on the west (left) of the view, the historic core in the centre of the view, and the airport to the east (right). The airport hangars and other large buildings and structures are surprisingly prominent, given the separating distance, due to their white colour and massive size.
- 4.93 Visual receptors are likely to compromise road users and pedestrians accessing nearby PROWs.

DESIGN CONSIDERATIONS

- 4.94 Given the relative prominence of the airport hangars it is likely that development in the Safeguarded Site and Green Belt Site would be visible from this viewpoint location.
- 4.95 There is potential for a more natural materiality in the proposed buildings, which will have a smaller footprint, to blend more into the landscape.



VIEW 16: CASTLE MOUND

EXISTING

- 4.96 This viewpoint is located on the Castle Mound within the historic city. The mound is 10m (33ft) high and was constructed as a Norman motte. The site of the Castle bailey is now occupied by Shire Hall, the 1932 offices of Cambridgeshire County Council. The mound is a scheduled monument.
- 4.97 The raised vantage point provides a 360 degree panorama of the rooftops of the historic city centre. The photograph reproduced here looks south-west. Many historic landmarks punctuate the skyline including the spire of Jesus College Chapel, the square tower of St John’s College Chapel and the tower of the University Library. The landscape ridgeline is visible beyond.
- 4.98 The hangars and watch tower of the airport are visible in the backdrop of the view beyond Jesus Green, looking broadly east (on the left of the view), below the ridgeline. Despite the separating distance, the size of the building and light colour means that they are readily visible with close attention.



DESIGN CONSIDERATIONS

- 4.99 The fact that the hangars are visible suggests that the taller elements in some of the Development Scenarios may be visible from the Castle Mound.
- 4.100 There is an opportunity for buildings with smaller footprints, constructed in natural coloured materials that would blend into the landscape, to enhance the view.
- 4.101 If the scale was such that it “broke” the ridgeline it would become more visually prominent, and this should be tested in subsequent stages of the design process.

VIEW 17: RED MEADOW HILL, COTON COUNTRY RESERVE**EXISTING**

- 4.102 This viewpoint is located on Red Meadow Hill in Coton Country Reserve, west of Granchester Road. The viewpoint is on elevated land on the edge of the Western Claylands.
- 4.103 The view is a wide panorama, looking east, showing the historic city of Cambridge in its landscape setting. Noise and movement from the M11 motorway is intrusive.
- 4.104 Addenbrooke's Hospital is visible to the south-east (on the right) of the view. The historic city centre is in the middle of the view, where the spire of Jesus College Chapel, the square tower of St John's College Chapel and the tower of the University Library all punctuate the ridgeline. The airport hangars and watchtower are visible beyond the historic centre, forming the backdrop to an historic church/ chapel spire, but are below the ridgeline.
- 4.105 Visual receptors are likely to comprise pedestrians and users of the amenity space.

DESIGN CONSIDERATIONS

- 4.106 The fact that the hangars are visible at the airport suggests that the taller buildings in some of the Development Scenarios might be visible from this location.
- 4.107 There is an opportunity for buildings with smaller footprints, constructed in natural coloured materials that would blend into the landscape, to enhance the view.
- 4.108 If the scale was such that it "broke" the ridgeline it would become more visually prominent, and this should be tested in subsequent stages of the design process.



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